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361 • July 2003

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TakingItEasy

A university political science professor was fined for protesting a postponement of the trial in his four-year-long constitutional challenge **over a $25 traffic ticket** he had been issued for rolling through a stop sign. He had challenged the law as too vague, in that a "stop" sign did not "specify sufficiently" what drivers were supposed to do when they encountered one. (Well now, that does beg the question, doesn't it?)

Engineers and hobbyists of Utah's Salt Lake Astronomical Society told reporters they were planning to air-drop bowling balls, at a very high altitude, to check out their impact when **they landed on the salt flats—**to simulate the impact of meteorites. The Society said it had been frustrated that it could not find any meteorites so far and had been wondering if they had disintegrated or been pulverized on impact. A couple of days later, the U.S. Bureau of Land Management, citing the many people engaged in work projects on the salt flats, said it was a bad idea to be dropping bowling balls around them. We'd have to agree.

A race-discrimination lawsuit of two black sisters against Southwest Airlines is scheduled to go on trial this month. The sister's entire case is that a white flight attendant, in a hurry to get passengers seated, recited Southwest's version of a rhyme that has a racist history: **"Eenie, meeny, minie, moe,** Pick a seat, we gotta go." The sisters felt degraded and believe they are due some money. Sure hope we hear the outcome of that one.

A woman filed a lawsuit against a TV evangelist, alleging that the muscle men who surrounded the stage during his healing sessions **roughed her up** while she was accompanying her 94-year-old, wheelchair-using, generously tithing mother to be cured. She said she was struck, grabbed and pushed by six men, resulting in a detached retina and other head, nose and body injuries that required hospitalization and surgery. And that's all the thanks she gets? Nice guys!

The late composer John Cage's "As Slow As Possible," now being played once, lasting 639 years, at a church in Halberstadt, Germany, has so far taken 17 months just to get the organ's **bellows inflated** and now will take 18 months more just to play the composition's first three notes, according to a BBC report. (I just don't get it—I suppose that comes under the category "Artistic Expression.")

If it hadn't been for the metal detector at a Canadian airport, the woman might still wonder why her stomach pains were persisting (following a June 2002 surgery). When the detector kept beeping but no metal could be found on her, she scheduled an X-ray and discovered a **12-inch-long surgical retractor** had been left inside her. (A study published in the *New England Journal of Medicine* estimated that 1,500 items were left inside surgery patients in 2001 alone.)

A goalkeeper stayed on the field for 10 minutes after everyone else had left because **the fog** that caused the soccer's game cancellation was so thick that he didn't see the players leave. (Wouldn't you think the silence would be a clue?)

Upscale pet hotels are open in New York, Hollywood and reportedly Fairfax County, Virginia, where the Olde Towne Pet Resort charges up to $230 a day for pooches' use of a hydrotherapy pool, **state-of-the-art exercise room,** beauty parlor and suites with satellite TV, classical music and original, color-pleasing artwork (even though dogs are basically colorblind). Products and services elsewhere on the pet-care market include gourmet food, heated dog beds, acupuncture and chiropractic treatments, herbal flea collars, water bowls with purifiers, and, according to a dispatch from Tokyo, therapeutic mud packs for dogs, using mud from the Dead Sea.

A man was awarded $14,500 and medical expenses after being **bitten on the ass** by his next door neighbor's beagle. The beagle was on a chain in its owner's fenced yard. The award was less than sought because the jury felt the dog might have been just a little provoked at the time by the man who was shooting it repeatedly with a pellet gun. (Just a little provoked? I would have taken his leg off.)

He was arrested and charged with burglarizing the lobby of a bank after security cameras caught him hauling away a clock radio, a CD player and a handful of Dum Dum suckers which the bank had on hand for customers' children. The next morning, **police followed a trail** of Dum-Dum wrappers down a street, across the railroad tracks, and into the mobile home park where the burglar lived.

The tourist director in **the tiny nation of Liechtenstein** (60 square miles, population 33,000) said corporations interested in holding conferences there would be allowed to rent the entire country. Sounds like a good place for a bike rally.

Fresh from our "Fun with Pets" Department: A man was convicted of **animal abuse** for dissecting his daughter's pet guinea pig because he said he thought it was a government spy robot! We haven't heard if the critter actually turned out to be a spy robot though. We guess, probably not.

I guess we all have our **little quirks** but this one… well, what can I say. A guy was arrested outside the ladies' room at a department store. He was carrying four plastic bags of urine and several empty bags labeled with descriptions such as "old woman." Police said they believed that he would enter a stall, disable the toilet's flush mechanism, and line the bowl with a plastic film. The police didn't quite know how to describe his behavior so for lack of a better phrase, he was charged with "criminal mischief."

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 361 • JULY 2003

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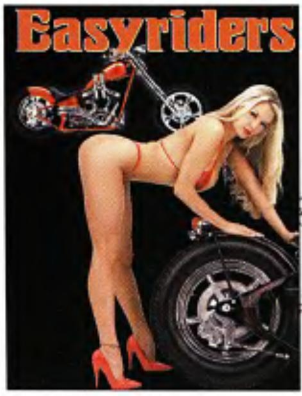

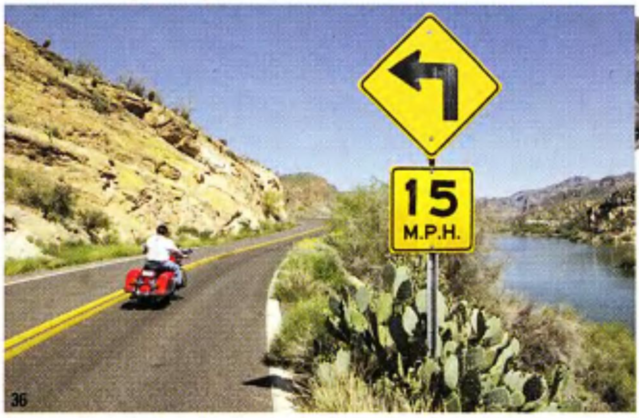

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Chica chop and Angel shot by John Wycoff. Jerry Covington's bike shot by Michael Lichter. Special imaging by Mark Evangelista.

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Morale Boosters Wanted

My name is Sergeant Leo Hurst, a team leader in the 307th Engineers in the 82nd Airborne Division. My guys and I think your magazine kicks ass! Some of us are avid riders.

We're asking all patriots, freedom lovers, biker babes, and hog honeys to write us while we're deployed for Operation Enduring Freedom. If any women want to send us some pictures to raise our spirits, among other things, it would be greatly appreciated.

Please send letters to:
Big Willis Bastards
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God Bless America!

Triple H
Kandahar, Afghanistan

First Passenger—Grandma

This photo (below) was taken in late December after picking up my new 2003 Dyna Wide Glide.

The first passenger to rest her back against the sissy bar was my dear grandma. She'll be celebrating her 78th birthday next month and I would like *Easyriders* to help me wish her a very happy birthday.

Even though it was only 28 degrees outside, it didn't stop her from climbing onto the bike and enjoying the feeling that can't be explained in words when you've got a full tank of gas and open roads ahead of you.

Jeff R.
Grant City, Missouri

Set Shit Straight

This is in response to the letter "Set Shit Straight" in the April 2003 issue.

Kent Andersen can get his big fat head out of his ass and look at the whole picture. I was drafted into the Army on 11/6/72 and served my country proudly. Along with earning several medals, I was also awarded a Sentinel in the Support of Freedom award from our government.

Over half my unit consisted of draftees, and I entrusted my life with them. In return, they entrusted their lives to me.

If it were not for the draftees through-

out our nation's history, you would not have the freedoms you enjoy today. So on behalf of all the past draftees, anyone who thinks of us like Kent Andersen does can kiss our asses!

Terry L. Keller
Spring Grove, Pennsylvania

The Price of War

Fellow bikers, I am a Vietnam vet and a patriot of this great country. While I proudly served my country, there are a few facts you should all know about the current war in Iraq. First, let me say that I want to make sure we get all of our men and women home safe and sound. Secondly, a friend of mine is a U.S. Congressman and allowed me to sit in the peanut gallery and listen in recently. While I support our President and our troops, I found out something that alarmed me. Though you will not hear this on American TV, the estimates of casulaties in Iraq are over 100,000! That's over 100,000 men, women and children who will never fulfill their life's dreams. Over 100,000 who will never grow up and get married, have kids and live a decent life. Just thought you should know the price of war. You may say, "fuck 'em, they aren't Americans." That is true, but they were mothers and fathers, sons and daughters to someone.

Sgt. Sam DeBeers, USN (Ret.)
Houston, Texas

April Fuels

Hey, what gives? In your May 2003 issue I was reading a True Road Tale and suddenly found myself reading about the Las Vegas Fest, and then, I was reading the end of the Road Tale. What gives? Are you guys at the Jack Daniels again?

Mitch MacGreedy
Atlanta, Georgia

That was our printer's way of saying April Fools to all you groovy dudes and dudettes. Actually, we just screwed up. All guilty parties have been forced to go to a Tupperware convention.

Mindfark

You guys are seriously screwing with my mind. The May 2003 issue has the wildest custom I've ever seen on the cover from some "Euro" company called Eurocomponents. At the same time, you also show a kick ass old-school scooter by Billy Lane on the cover. Just when I think *Easyriders* has gone too upscale, you prove yourselves to still be righteous by offering a nasty little chopper for us old-time bikers. Right fucking on! The same issue also has a cool ride by New York's Indian Larry, a sick black chopper by Matt Hotch and some of the nastiest women I've ever seen. Your rag is still the shit! Thanks for showin' an old dog some new tricks and still showing off some mighty wild choppers.

Jim Morris
Hampton, South Carolina

Just tryin' to keep you on your toes.

Puttin' on the Brakes

I've been reading *Easyriders* for over 20 years now and I have to say that you've gone through your ups and downs, but I like what I'm seeing lately. The article on Performance Machine in the May issue (No. 359) actually made me go out and buy a set of their brakes. I didn't realize that they put so much time and money in research and development of their products. I know I could have gotten some cheaper brakes but I figure brakes and tires are the best money you can spend on your motorcycle. Anyway, thanks for the enlightening article and keep up the good work.

Rob Johansen
Norfolk, Virginia

Real Titties

Thank the gods of thunder! You sick bastards are finally getting some real women in your magazne. I notice more real titties in your pages these days. I was getting sick of all the silicone queenies. Just please keep 'em coming.

Cal Robertson
Eugene, Oregon

Women everywhere are partying in the streets now that you are pleased.

Big Friggin' Tits

Don't listen to the dudes who write to you asking for little bitty titties in your magazine. We want women with boobs so big that they have their own zip codes! Give me a woman with nipples the size of Buick hub caps and I'm happy Bigger is better.

Bill Ferndale
Stroudsburg, Pennsylvania

Would you people make up your minds? Fight it out in a pit will ya, and let us know who wins.

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Easy

OLD SCHOOL CHICA CHOPS

2 FOR THE ROAD

Chica and his bike shop, Chica's Custom Cycles in Huntington Beach, California, are known worldwide for their old-school motorized marvels that feature tried and true Harley-Davidson motors. The Nippon-born Chica is legendary in SoCal and his bikes are all truly one-of-a-kind wonders.

The two tantalizing two-wheelers seen here are not typical for Chica however. You see, Chica usually favors older Harley motors in his wild rides. You're more likely to see a knucklehead, panhead or shovelhead sitting in a rigid frame and sporting a bobber-style Chica-made springer front end.

The two black bobbers before you offer stock Harley-Davidson Evo motors, adding more than a touch or everyday reliability to these remarkable chop jobs.

Easyriders

The 80-cubic-inch motors breath through S&S carburetors and make mighty thunder by way of Chica's handmade exhaust systems. (They're loud too!) For an added touch of old-school charm, both bikes have 4-speed trannies, kickers and old-fashioned, chopper-era 5-spoke Invader-style wheels.

The black and gold Ace dragster wears a cloak of midnight House of Kolor paint by Bob Iverson, while the more chopperesque single downtube black and red Chop Job features Von Dutch-like pinstriping. The only thing we could think of to make these bikes look better was to add a little *Easyriders* righteous charm thanks to our model, Angel.

Like all of Chica's bikes, the dynamic dragster duo here are built with genuine craftsmanship, lots of one-off goodies as well as an obvious love for the good ol', bad ol' days. While many styles of custom bikes come and go, Chica's charmers will be cool forever. If you'd like to add one of these bad boys to your very own garage, give Chica and Nelson a call at 714-842-9587. —*Phantom*

The bikes featured include the following:

Owner: ....Chica Custom Cycles
City: ....Huntington Beach, California

General
Fabrication: ....Chica
Year and make: ....2002 Special Constructions
Model: ....Ace and Chop Job
Assembly: ....Chica
Time: ....2 months

Engine
Year: 1999
Model: ....Harley-Davidson Evo
Displacement: ....80 cubic inches
Lower end: ....factory
Cases: ....stock
Cam: ....Harley-Davidson
Carb: ....S&S
Air cleaner: ....S&S/K&N
Pipes: ....Chica

Transmission
Year: 2002
Type: 4-speed

Paint
Molding: ....Bob Iverson
Painter: ....Bob Iverson
Color: ....black as night
Special paint: old-school graphics

Frame
Year: 2002
Builder: ....Chica
Shocks: ....no way

Accessories
Bars: ....Chica
Fenders: ....Chica
Headlight: ......Chrome Specialties
Taillight: ....Chrome Specialties
Speedo: ....Chrome Specialties
Pegs: ....Chrome Specialties
Electrics: ....Chica
Gas tanks: ....Chica
Oil tanks: ....Chica
Seats: ....Chrome Specialties
Grips: ....rubbah

Forks
Type: ....springer
Builder: ....Chica

Wheels
Type: ....5-spoke Invader-style
Size: 16-inch
Tires: ....Avon
Brakes: ......Performance Machine/ JayBrake

Photos: ....John Wycoff

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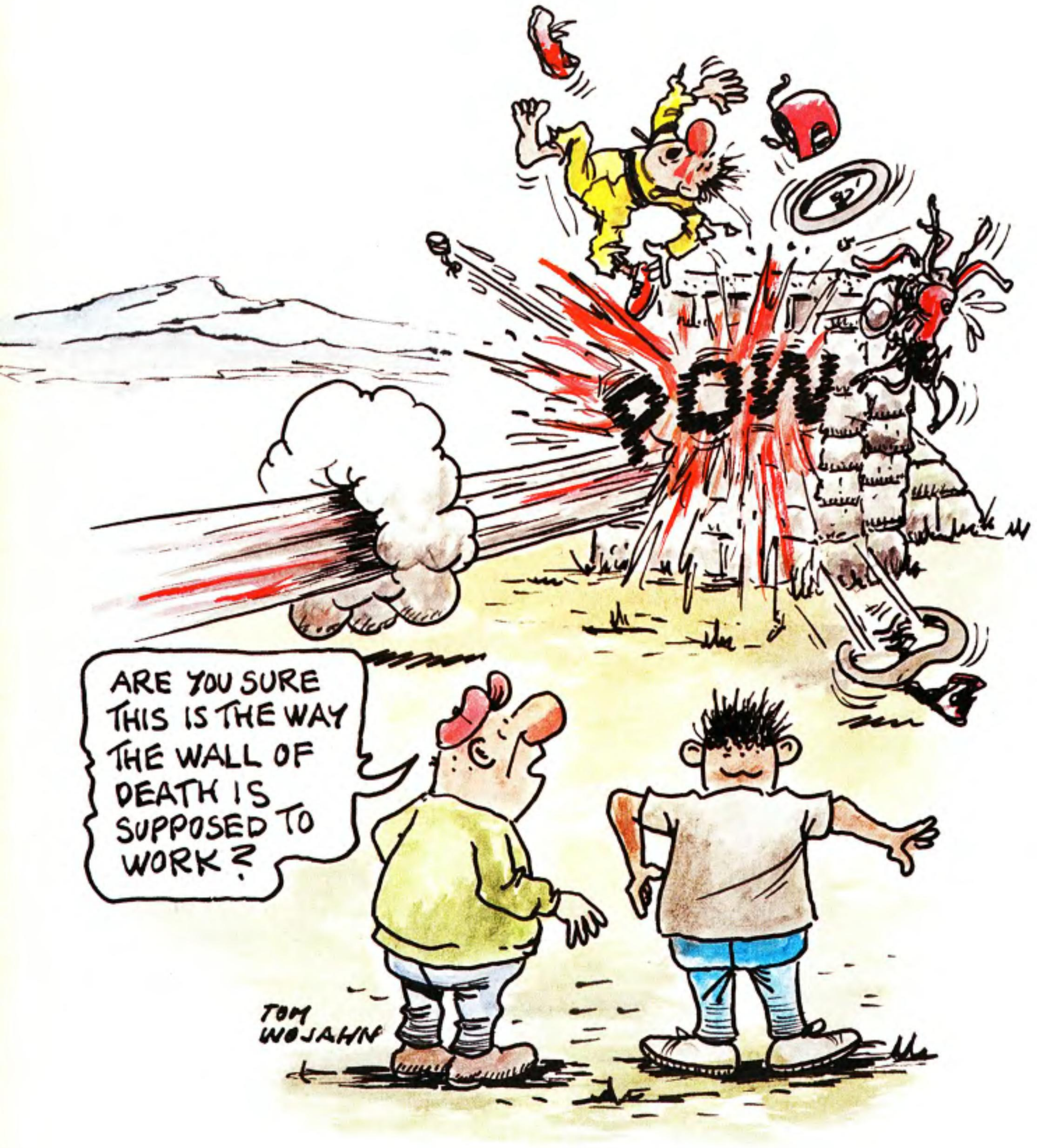

POW
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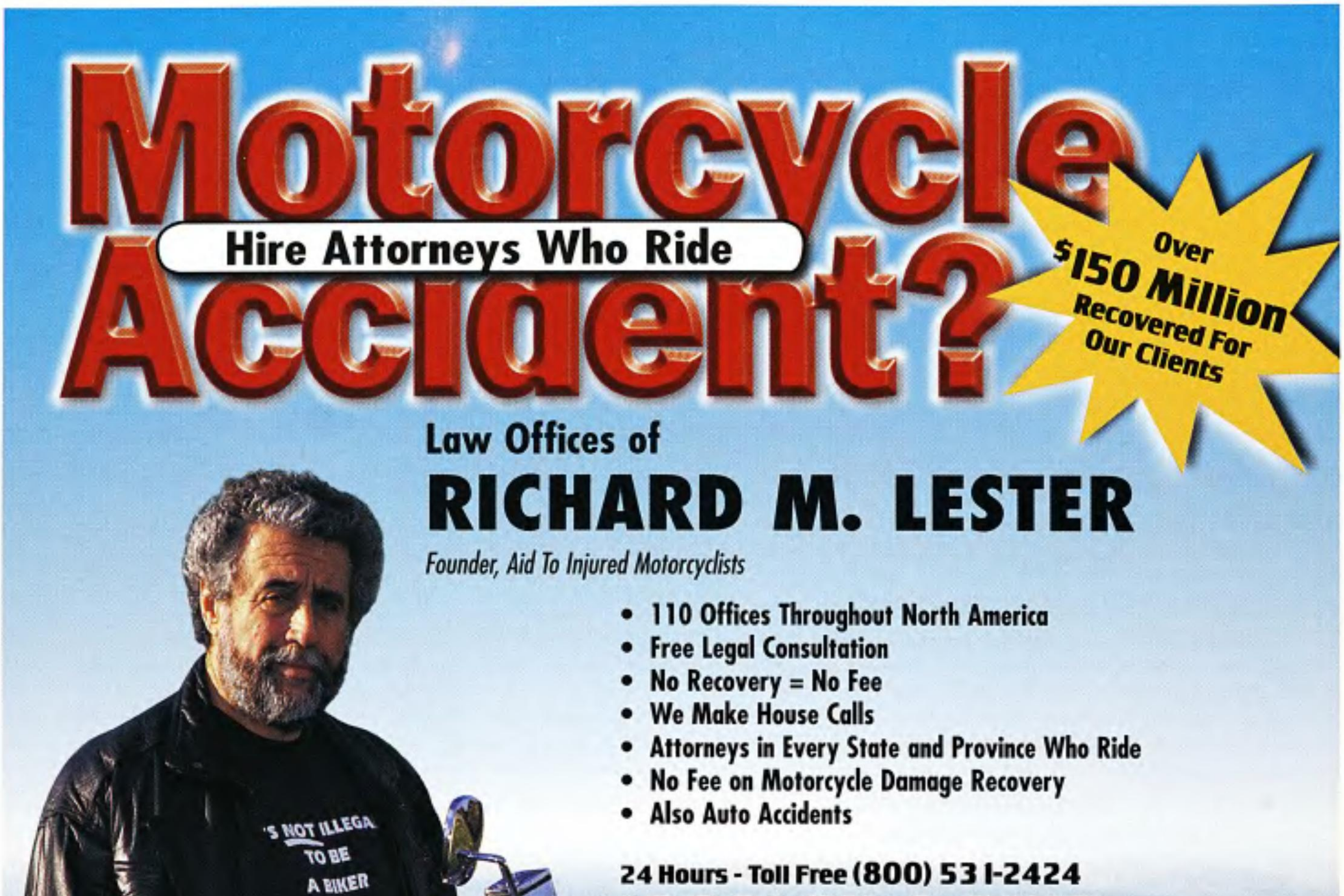
TOM WOJAHN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Shift In Style With California Custom Cruisers

If you haven't seen California Custom Cruisers' custom shift linkage you're in for a real treat. These detailed shift linkages are slim, stylish and very different from anything we've seen in a while. They are made form 6061-T6 aluminum, and are triple chrome plated.

California Custom Cruisers can make just about any length and design possible. They carry 10 designs for Harleys, four designs for the Indian Chiefs and nine designs for the Yamaha Road Stars.

Visit California Custom Cruisers on the Web at www.cal-custom-cruiser.com or call their premier dealer, Mad Dog Custom Cruisers at 818-706-3641 to get the scoop.

CruzTOOLS Upgrades Its Roadside Tool Kits

CruzTOOLS has upgraded both the content and quality of their popular EconoKIT tool kits for Harley-Davidsons in an effort to offer greater capability at a budget price.

The EconoKIT H1 has been upgraded with the addition of a durable 2AA metal-body flashlight with spare bulb and adjustable beam, extra hex and Torx keys, Loctite 242, and satin-finish PowerDrive brand wrenches. The kit also adds the extra hex and Torx keys and PowerDrive wrenches. In addition, both pouches have been fortified with double panels for long-term strength. Pricing remains unchanged at $64.95 for the H1 and $39.95 for the H2. CruzTOOLS come with a lifetime guarantee, and both kits are applicable to all Evolution, Twin Cam, and Sportster models.

Contact CruzTOOLS 209-536-0491 or toll-free 888-909-8665; or www.cruztools.com.

Louder Than A Pig's Squeal

Howard's Hog Horns' new Dynamic Duo air horns are now available. With an output measured at a whopping 130Db, these puppies are loud and will command attention on the road. These Dynamic Duo horns were designed to accommodate bikes using fairing lowers.

Call Howard's at 770-992-0034 or log on to www.howardshorns.com for more information.

Küryakyn's Gas & Battery Gauge

Küryakyn's gas and battery Informer gauge was designed to complement the company's popular flush-mount gas caps. We're told the gauge is easy to install and replaces the "dummy" gas cap fuel gauge used on Harley gas tanks on post-1988 models. Color-coded LEDs illuminate to indicate the fuel level. The last red LED on the "empty" side of the scale flashes to indicate very low fuel. Plus, a photocell brightens or dims the readout to compensate for differing light conditions.

Suggested retail for the Informer gas and battery indicator is $99.95. Call 715-247-5008 or visit www.kuryakyn.com.

Pro-One's New Radical Wheels

Pro-One tells us their Sinister-series wheels represent the first major advancement in custom motorcycle wheel design in the past three decades. Gee.

Sinister-series wheels feature a unique, 100% forged billet aluminum construction. Their 1-piece rim is accented with a total of 10 billet "V" blades. Available for most popular Harley-Davidson models, each wheel comes with hub, spacers and bearings. Wheels can be ordered in a variety of 16-, 18-, 19- and 21-inch sizes.

Call 800-884-4173 or catch Pro-One on the Web at www.pro-one.com.

When the Stars and Stripes meet the Bar and Shield...

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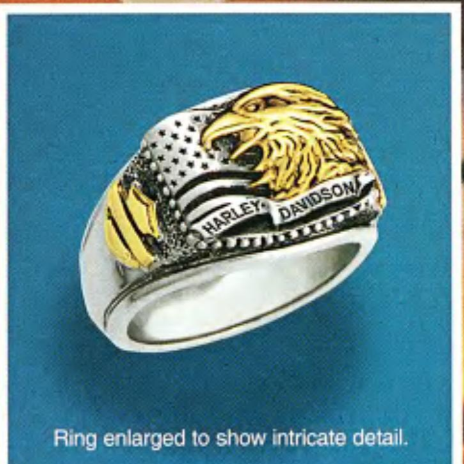

Ring enlarged to show intricate detail.

You'll feel the power of the HARLEY-DAVIDSON® PATRIOTIC RING

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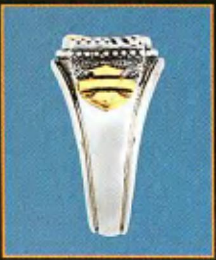

Anyone who's powered a Harley-Davidson® motorcycle has felt the pride of adventure, individuality, and freedom. And whether you currently carry freedom's flag on your fender or in your heart, you can now wear a ring that combines the most stirring of American symbols with the excitement of the Harley-Davidson® brand!

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I need SEND NO MONEY NOW. I will be billed in 3 monthly installments of $45.* each, with the first payment due prior to shipment

*Plus my state sales tax and and a one-time shipping and handling charge of $5.95 per ring.

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MR/MRS/MISS ______
PLEASE PRINT CLEARLY

ADDRESS ______ APT. # ______

CITY/STATE ______ ZIP ______

PLEASE INDICATE RING SIZE ______ TELEPHONE # (___) ______

(Available in men's full and half sizes 8-14.) ***Quick Order #*** 25027-02-001

PERFECT FIT IS GUARANTEED. If the ring does not fit when you receive it, you may return it for replacement.

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www.franklinmint.com
AOL Keyword: Franklin Mint

JERRY COVINGTON'S PERSONAL RIDE

One For The Boss

Good things can happen when an award-winning pro builder gets back into the shop after hours to wrench together a ride just for the hell of it and just for himself. That's what we have here, guys. This candy orange Pro Chopper TC is the personal property of Jerry Covington, the Woodward, Oklahoma, wizard of cool. Was the personal property, we should say. Jerry was only able to keep the seat of this good looking, good riding scoot under his Levis for about nine months before a fellow over in Tulsa, made him an offer he couldn't refuse. "Oh well," Jerry figures, "that's what I'm in business for, right?"

For this bike, and for himself, Jerry set out to "put together just a nice clean ride, a road bike that I could get on and go for as long and as far as I'd want to." He definitely accomplished that. Jerry remembers the ride as ultra smooth, the handling sure and crisp. "Everything was just super comfortable," he says a little wistfully.

Jerry says it took him about five or six months to put this bike together. With the good-riding/good-running theme foremost in his mind, he opted for a smooth and trouble-free Harley Twin Cam B motor for power, souped-up with a 95-inch kit, Andrews cams, and a Zippers ignition for all the poop a road bike would need. Hey, we're talking upwards of 100 hp at the rear wheel.

Jerry show-polished and detailed the motor before slipping it into one of his own Twin Cam chopper frames. Adding comfort to match the power, an air-suspension system would control the swingarm movement. "And that Paughco springer-style front end is just 12-over," Jerry explains. "It tracks beautifully and works smoother than any stock Harley unit ever could."

Outwardly, Jerry says he didn't do anything special or different just because this bike was his own. "I just did it all very nice," he says. There's an understatement. Jerry didn't hold back anywhere. He chrome plated the wheels, hell, he chrome plated everything.

"That's what you have to do," he says, "if you don't want to end up with just another average custom, and there are

hundreds of those on the street." Even so, gleaming in all that chrome and polished stainless, and with the graphic tour de force by the guys down at Lucky's 7 in Texas, Jerry says he never once took this bike to a show. How come? Well, first of all this was his personal road ride, remember? It wasn't about being a show winner. "And honestly," Jerry says, "we don't show too much, anyway. It isn't good form, or good business, to compete against our customers."

There's little doubt this softail-style chop could have grabbed some trophies, though. The bike has a clean, minimalist, just-right look to it. "And that's the way we do all our bikes," says Jerry. "There's nothing on 'em that doesn't need to be there." That's a Covington trademark, ever since the '70s when Jerry began building bikes and hot rods in custom crazy Southern California.

Covingtons Cycle City has been open for 10 years now, and Jerry's place in Woodward covers almost 24,000 square feet. Counting the bodymen, there are about 15 craftsmen in there working away on customs like this one every day. Check it out for yourself on the Web at: www.covingtonscyclecity.com, or call 580-256-2939.

Jerry and the guys put out about 20 customs a year, mostly ground-ups, and they all leave the shop carrying the best of everything. Pretty soon they'll have Covington-designed wheels, too, a whole line of 3-D machined hoops brand-new to Cycle City.

"There are no flat surfaces on them anywhere," Jerry says. "Everything is rounded and radiused, and so far we have nine designs." None ready in time for this bike, though. It rolls on a 21-inch/18-inch set of Xtremes, the rear fit with an Avon 180, plenty big enough for the look, yet still good riding and good handling.

And it's all down in Tulsa now, the new owner undoubtedly lovin' life as he racks up the miles, because that's what this bike is all about. And removed from the constraints of business, it's wide open to a little show duty now, too.

—Joe Kress

Owner: ....Jerry Covington
City: ....Woodward, Oklahoma

General

Fabrication: Covingtons Cycle City
Year and make: ....2002 Special
Model: ....Pro-Chopper
Assembly: ..Covingtons Cycle City
Time: ....6 months
Chroming: ....Peerless Plating

Engine

Year and model: ....2002 H-D Twin Cam B
Rebuilder: ....Pee Wee
Ignition: ....Zipper's
Displacement: ......95 cubic inches
Lower end: ....Harley-Davidson
Cases: .... factory
Cam: ....Andrews
Carb(s): ....Weber
Air cleaner: ....Weber stack
Pipes: ....Check Mates

Transmission

Year and make: ....2002 Harley-Davidson
Modifications: ....polished case
Shifting: ....foot, 5-speed
Wheel sprocket: 70-tooth

Paint

Molding: ....John Stromberg
Painter: ....John Stromberg
Color: ....candy orange
Type: ....House of Kolor
Special paint: ....pinstriping and graphics by Lucky's 7

Frame

Year: 2002
Builder: ......Covingtons Cycle City
Type: ....softail-style
Rake: ....40 degrees
Stretch: 6-inch
Modifications: ....Legend Air Suspension

Accessories

Bars: ....custom
Risers: ....integral
Fender(s): ..Covingtons Cycle City
Headlight: ....Headwinds
Taillight: ....Custom Chrome
Pegs: ....Performance Machine
Electrics: ....Covingtons Cycle City
Gas tank: ..Covingtons Cycle City
Oil tank: ......Covingtons Cycle City
Oil system: Covingtons Cycle City
Primary cover: ....Ness
Seat: ....Covingtons/ Danny Gray
Mirrors: ......Performance Machine
Grips: ....Ness

Forks

Type: ....custom springer
Extension: 12-inch
Builder: ....Paughco

Wheels

Type: ....Xtreme
Size: ......21-inch front/18-inch rear
Tires: ....Avon
Brakes: ......Performance Machine
Photos: ....Michael Lichter

Happenings

ALASKA
Celebration of the Lizard
Date: Jul. 4
Place: King Mount. Lodge
Info: 907-745-4280

Anchorage Parade
Date: Jul. 4
Place: Anchorage
Info: HOG 906-566-0999

Tok Parade Run
Date: Jul. 4
Place: Fairbanks
Info: HOG 907-490-0375

ABATE Statewide Run
Date: Jul. 4-6
Place: Tolsona Lake Lodge
Info: 907-283-2655

Scooter Tramps Party
Date: Jul. 5
Place: Happy Valley Bar
Info: 907-770-7515; 907-567-4377

Last Frontier Rally
Date: Jul. 11-12
Place: Chugiak
Info: 907-688-6158
www.alaska.net/~bmwclub

ABATE Garage Sale
Date: Jul. 12
Place: Fairbanks
Info: abateofalaska.net

Hope It's Hollister Run
Date: Jul. 12
Place: Harley in Fairbanks
Info: 706-566-0999

Sentinels Sunrise Inn Run
Date: Jul. 12-13
Place: Seward
Info: 907-362-1163

HOG B-B-Q Run
Date: Jul. 13
Place: Outpost, Elliot Hwy
Info: HOG 907-490-0375

Annual Creamstock
Date: Jul. 19-20
Place: Tug Bar, Knick Road
Info: 907-344-0381
www.creamstock.com

Christmas in July Run
Date: Jul. 19
Place: Fairbanks Mem Hosp
Info: abateofalaska.net

Overnight to Lazy "J"
Date: Jul. 19
Place: Fairbanks
Info: HOG 907-490-0375

Golden Days Parade
Date: Jul. 19
Place: Fairbanks
Info: HOG 907-490-0375

Annual ABATE Rodeo
Date: Jul. 25-27
Place: Decanter Inn
Info: 907-283-2655

ABATE Christmas in July
Date: Jul. 26
Place: Carousel Lounge
Info: 907-562-2324

Annual Live Ride
Date: Jul. 26
Place: Harley to Homer
Info: HOG 709-566-0999

Deb's Run
Date: Jul. 26-27
Place: Clearwater Lodge
Info: 907-452-2234

ARIZONA
WOW International Ride-In
Date: Jul. 7-9
Place: Prescott
Info: womenonwheels.org

Annual Great Escape Rally
Date: Jul. 18-19
Place: Williams
Info: 928-763-6949
www.desertroadriders.com

Annual Christmas in July
Date: Jul. 19-20
Place: Sierra Vista
Info: 520-458-3002

ARKANSAS
ABATE 3 Hobo Stew Camp Out & Rally
Date: Jun. 28-29
Place: Centerville
Info: 479-576-4141

Rolling Thunder Show
Date: Jun. 28-29
Place: Houston
Info: 501-329-3118

CALIFORNIA
Hollister Independ. Rally
Date: Jul. 4-6
Place: Hollister
Info: 831-634-0777
www.hollisterrally.com

Anniversary Poker Run
Date: Jul. 5
Place: Hollister
Info: 831-630-0284; 831-636-0880
www.tophatters-mc.com

Calender Bike Show
Date: Jul. 19-20
Place: Queen Mary,
Info: 562-435-3511
www.FastDates.com

Cycle Show/Swap Meet
Date: Jul. 27
Place: Long Beach
Info: 714-557-1846
www.toppingevents.com

COLORADO
Rocky Mountain Thunder Rally
Date: Jul. 4-6
Place: Fairgrounds, Pueblo
Info: 719-564-2328
www.rmthunder.com

Rodeo Parade
Date: Jul. 12
Place: Buena Vista
Info: 719-395-0360

Barndance, BBQ M/C Show
Date: Jul. 16
Place: Colorado Springs
Info: 719-633-5392
www.pro-promotions.com

CONNECTICUT
Marcus Dairy Cycle Sunday
Date: Jul. 13
Place: Danbury
Info: 800-243-2511
www.marcusdairy supersunday.com

DELAWARE
Annual Meet & Greet
Date: Jul. 19
Place: Confed. of Clubs
Info: www.abateofde.com

Scavenger Hunt
Date: Jul. 20
Place: Diamonds M/C
Info: diamondsmc.com

Poker Run
Date: Jul. 26
Place: ABATE Sussex County
Info: www.abateofde.com

FLORIDA
National Bikers Roundup
Date: Jul. 28-Aug. 3
Place: College Park
Info: 770-907-8909
www.nationalbikers roundup.com

GEORGIA
Annual NASCAR Poker Run to Nowhere
Date: Jul. 13
Place: ABATE District 8
Info: 706-592-1015

ABATE of Georgia Swap Meet & Bike Show
Date: Jul. 27
Place: Atlanta
Info: 404-294-8900

IDAHO
Fun Valley Rally
Date: Jul. 11-13
Place: Deer Creek Resort
Info: 208-939-4415

Run to Curley's Patio Party
Date: Jul. 20
Place: Post Falls
Info: 208-457-1150

Annual Ride For Life
Date: Jul. 26
Place: Priest Lake
Info: 208-666-1348

ILLINOIS
Campbells Biker Bash
Date: Jun. 27-29
Place: H-D in Marion
Info: 618-985-6087

ABATE Helmet Roast
Date: Jul. 12-13
Place: Glenwood RV Resort, Marsailles
Info: www.ssabate.org

Who Else Inc. Pig Roast
Date: Jul. 19-20
Place: Nelson
Info: 815-441-3877

Walneck's Motorcycle Swap Meet & Show
Date: Jul. 20
Place: Sandwich Fairgrounds
Info: 630-985-2097

Ride for Kids
Date: Jul. 20
Place: Chicago
Info: 800-253-6530
www.ride4kids.org

INDIANA
Laid-back Lennie's First Annual Camp Out
Date: Jul. 11-20
Place: Lothlorien Nature Sanctuary, Needmore
Info: 812-323-0829
www.elflore.org

Old Hippy's Poker Run
Date: Jul. 11-13
Place: Paoli Saddle Club
Info: 812-865-2337

ABATE of Indiana Boogie
Date: Jul. 17-20
Place: Bloomington
Info: 800-23-ABATE
www.abateofindiana.org

IOWA
Annual Freedom Rally
Date: July 3-5
Place: Algona
Info: www.abateiowa.org

State HOG Rally
Date: Jul. 18-20
Place: Iowa City
Info: 319-626-3056
www.iastatehogrally.com

Ironhead Sportster Nats
Date: Jul. 19
Place: Cedar Falls Raceway
Info: geocities.com /ironheadnationals

KANSAS
Wheatland Jam
Date: Jul. 27-28
Place: Winfield
Info: 316-267-6677

KENTUCKY
Little Sturgis Rally
Date: Jul. 17-20
Place: Fairgrounds, Sturgis
Info: 270-333-9316
www.littlesturgisrally.net

MAINE
UBM Athens Field Day
Date: Jul. 4-5
Place: Somerset County
Info: 207-696-5793

UBM Mystery Tour
Date: Jul. 6
Place: Hancock County
Info: 207-667-3367

Exiles MC Beef BBQ
Date: Jul. 12
Place: Dixsfield
Info: 207-778-9267

Dale Sherard Memorial Run
Date: Jul. 12
Place: UBM Machias
Info: 207-454-8116

Franklin-Oxford Field Day
Date: Jul. 12-13
Place: UBM, Franklin
Info: 207-562-9017

Poker Run and BBQ
Date: Jul. 13
Place: UBM, Sanford
Info: 207-676-9378

UBM Play Day
Date: Jul. 13
Place: Hancock County
Info: 207-667-3367

State HOG Rally
Date: Jul. 17-19
Place: Jordan Grand Resort
Info: 207-582-6098
www.mestatehogrally.com

Annual Great Northern Rodeo & Party
Date: Jul. 18-20
Place: SMC, Oxford
Info: 207-966-3606

John McCaffrey Run
Date: Jul. 20
Place: UBM, Oxford
Info: 207-364-4206

Mud Racing
Date: Jul. 20
Place: Oakland Mtr. Sports
Info: 207-465-8250

AMA Amateur Hill Climb
Date: Jul. 20
Place:Skowhegan
Info: 207-784-4355

Poker Run
Date: Jul. 20
Place: UBM Somerset
Info: 207-696-5793

Knox Poker Run and BBQ
Date: Jul. 20
Place: UBM, Knox County
Info: 207-594-4582

Weekend Block Party
Date: Jul. 25-26
Place: UBM, Franklin
Info: 207-562-9017

Central Maine Ladies Ride
Date: Jul. 26
Place: CMLR, Waterville
Info: 207-474-9172

UMB Flat Track Racing
Date: Jul. 26
Place: Windsor Fairgrnds
Info: 207-861-8170

MARYLAND
Liberty Poker Run
Date: Jul. 5
Place: Glen Burnie
Info: 410-935-7187
www.abate-of-maryland.org

Freedom Ride
Date: Jul. 6
Place: Taneytown
Info: 410-876-2778
www.abate-of-maryland.org

Rawlings Dirt Drags
Date: Jul. 12
Place: Rawlings
Info: 301-729-3532
www.geocities.com /rawlingsdirtdrag

Mid-Summer Party & Ride-in Bike Show
Date: Jul. 13
Place: Arbutus
Info: 410-935-7187
www.abate-of-maryland.org

AHDRA Mid-Atlantic Nats
Date: Jul. 18-20
Place: Budds Creek
Info: 336-924-2095
www.ahdra.com

MICHIGAN
Christmas 4 Kids Rodeo
Date: Jul. 19
Place: Alger
Info: 989-846-0776

MINNESOTA
Wolf's Head M/C Rally
Date: Jul. 17-20
Place: Two Harbors
Info: 218-384-9936
www.wolfsheadrally.com

World Drag Bike Champ
Date: Jul. 21-27
Place: Brainerd Int Racewy
Info: 218-824-7600
www.birbigrace.com

Rumble to Revys Rally
Date: Jul. 25-27
Place: Atwater
Info: 320-974-3666
www.rumbletorevys.com

Annual Ride, Roast & Rally
Date: Jul. 26
Place: Barnesville
Info: renegadesmc.com

Ride for Kids
Date: Jul. 27
Place: White Bear Lake
Info: 800-253-6530
www.ride4kids.org

MISSISSIPPI
Christmas in July
Date: Jul. 19
Place: ABATE Tupelo
Info: 662-862-2984

John Price Mem Poker Run
Date: Jul. 26-27
Place: ABATE SW Chapter
Info: 601-833-6215

MISSOURI
Annual Bikers 4 Kids Rally
Date: Jul. 10-13
Place: Highlandville
Info: 417-369-2756
www.bikers4kids.org

Rolla-Rally
Date: Jul. 25-27
Place: Rolla Fairgrounds
Info: 573-341-9044
www.rollarally.com

Motorcycle Swap Meet
Date: Jul. 27
Place: Independence
Info: 816-228-5811

MONTANA
Annual Beartooth Rally
Date: Jul. 18-20
Place: Red Lodge
Info: 406-446-9856
www.redlodge.com

NEW HAMPSHIRE
Camp Pride & Sight Ride
Date: Jul. 13
Place: Londonderry
Info: 603-432-9612

VT/NH State HOG Rally
Date: Jul. 24-26
Place: North Hampton
Info: 802-872-8545
www.nhvtstate hogrally.com

NEW JERSEY
Annual Elks Miracle Run
Date: Jul. 27
Place: Elks Lodge
Info: 201-991-9170

NEW MEXICO
Fire and Ice Bike Rally
Date: Jul. 18-20
Place: Grants
Info: 800-550-3573
fireandicebikerally.com

NEW YORK
Easyriders M/C Rodeo
Date: Jul. 4-6
Place: Orange Cnty Fairgds
Info: 800-962-9857
www.easyridersevents.com

New York Bike Week
Date: Jul. 19-27
Place: Lacona
Info: 315-387-3190
newyorkbikeweek.com

Heart of Catskills Pokr Rn
Date: Jul. 20
Place: Big Indian
Info: 845-254-9985

Ride4Kids
Date: Jul. 20
Place: Utica
Info: 800-253-6530
www.ride4kids.org

NORTH CAROLINA
Easyriders M/C Rodeo
Date: Jul. 11-13
Place: Wilson County Fairgrounds
Info: 800-962-9857
easyridersevents.com

OHIO
Freedom Rally
Date: Jul. 4-6
Place: ABATE/CMRO
Info: 330-453-1189

Mid Summer Blowout
Date: Jul. 6
Place: Carlton H-D, Mantua
Info: 330-274-3141
www.carltonsharley.com

Annual Biker Bash
Date: Jul. 18
Place: East Sparta
Info: 330-555-8741

Annual Wetzelland
Date: Jul. 25-27
Place: Van Wert
Info: 419-587-3826

Ride 4 Kids
Date: Jul. 26
Place: Marysville
Info: 800-253-6530
www.ride4kids.org

Annual Hattie Run
Date: Jul. 27
Place: Akron
geocities.com/hattierun

OKLAHOMA
Wheels For Freedom Rally
Date: Jul. 4
Place: God Church, Grove
Info: 918-253-8052

Mid-Sum Thunder Rally
Date: Jul. 24-27
Place: Eufaula
Info: 405-520-4664
midsummerthunder.com

OREGON
ABATE Run 21
Date: Jul. 25-27
Place: Birkenfeld
Info: 503-760-9015

PENNSYLVANIA
Annual M/C Relay For Life
Date: Jul. 6-7
Place: Flood Memorial
Info: 814-798-2134

Gettysburg Bike Week
Date: Jul. 10-13
Place: Gettysburg
Info: 717-624-2171

Summer Bike Fest
Date: Jul. 25-27
Place: Carlisle Fairgrounds
Info: 717-243-7855
www.carsatcarlisle.com

Easyriders M/C Rodeo
Date: Jul. 25-27
Place: Butler Fairgrounds,
Info: 800-962-9857
easyridersevents.com

SOUTH DAKOTA
Annual Hot Harley Nights
Date: Jul. 11-12
Place: Sioux Falls
Info: 605-334-2721
www.hotharleynights.com

TEXAS
Annual Wet "N" Wild
Date: Jul. 11-13
Place: Sky Point Marina
Info: 903-447-3527

UTAH
Freedom Ride
Date: Jul. 4
Place: Weber ABATE
Info: www.abateofutah.org

Annual Freedom Rally
Date: Jul. 4
Place: Ogden
Info: 801-399-2111
www.hotrockn4th.com

Annual All American Party
Date: Jul. 4-6
Place: Barbary Coast, SSLC
Info: 801-265-9889
barbarycoastsaloon.com

ABATE July Blast
Date: Jul. 18-20
Place: Central ChapABATE
Info: www.abateofutah.org

Thunder on the Mountain
Date: Jul. 18-19
Place: Brian Head
Info: 702-595-5711

BBQ/Summer Water Fight
Date: Jul. 20
Place: Copperton
Info: 801-352-9571

UMF Nickel Beer Run
Date: Jul. 25-27
Place: to Idaho Falls
Info: 801-266-0546
www.utugly.com

Rasberry Run
Date: Jul. 26-27
Place: North Chap ABATE
Info: abateofutah.org

VERMONT
VT/NH State HOG Rally
Date: Jul. 24-26
Place: North Hampton
Info: 802-872-8545;

WASHINGTON
Annual R&R Run
Date: Jul. 19-20
Place: Bremerton/Gorst
Info: 360-377-3851
www.abate-wa.org

Annual Charity Ride
Date: Jul. 20
Place: Port Angeles
Info: T & M Promotions
360-452-7586

Annual Sun & Surf Run
Date: Jul. 25-27
Place: Ocean Shores
Info: 206-768-9653

WEST VIRGINIA
Annual Freedom Fest
Date: Jul. 15-20
Place: Snowshoe Resort
Info: 877-441-4FUN

WISCONSIN
VNVMC Summer Twister
Date: Jul. 25-27
Place: Birnamwood Camp.
Info: 920-499-2551
www.vnvmc.org

WYOMING
State HOG Rally
Date: Jul. 11-12
Place: Cody
Info: 307-632-5900

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

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Skull Cateye Light w/bulb or LED starting @ $19.95
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Chrome Horse® Polished Stainless Steel Side License Plate Mount $49.95 ea.
Billet Side Mount Radius Vertical License/LED Taillight $122.95 ea.
Tilt Down License Plate Mount for FLT & Road King® $10.95 ea.
Spyke Starter Motors Big Twin '89/'93 $288.95 Polished $338.95 Chrome
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Shack of Shame

Abusive Sheriffs

The Santa Barbara County Sheriff's Department has some serious explaining to do (or flimsy excuses to make) to county taxpayers because of their open hatred directed towards motorcyclists. Their "Nazi storm trooper" tactics have cost taxpayers a bundle in the last few years because of justifiable lawsuits being awarded to innocent victims who just happen to be riding Harleys.

Their abusive actions towards motorcyclists date back to April 29, 1995, when they disallowed the Bravados MC entry into the Santa Barbara County Fair, because they found their club colors to be so-called "gang attire." The Bravados MC promptly filed a discriminatory lawsuit through the Southern California Confederation of Clubs.

In August, of 1997, the Sheriff's Department and the county agreed to settle for $10,000 in damages and $15,000 in legal fees. But their abusive actions didn't stop there, not by a long shot.

On April 7, 2001, the Santa Barbara County Sheriff's Department entered the Lariat Saloon in Los Alamos, California, where they proceeded to beat two motorcyclists as a "contact sport." One of the victims suffered bruises, swollen and cut wrists, contusions to his head and torn ligaments and cartilage in his knee that required surgery. The other victim also received similar treatment from the same deputies.

As a matter of public record there was a 14-point complaint filed in the United States District Court, Central District of California in February, that alleged excessive force, false arrest and imprisonment, unreasonable search and seizure, emotional distress, conspiracy to violate civil rights and violation of the First Amendment's guarantee to freely associate.

The latest illegal caper from the Santa Barbara County Sheriff's Department costs county taxpayers $950,000. From 1995 to the present, that's a grand total of $975,000 paid out to innocent motorcyclists.

Jim Thomas, who was the sheriff at the time who pompously stated: "It's our duty to protect the public."

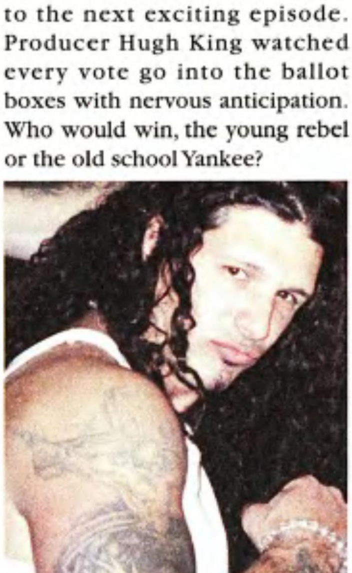
Jim, if anybody needs protection, it's the citizens of Santa Barbara County. —*Twiggy*

The People's Choice

BILLY WINS!
THE GREAT BIKER BUILD-OFF
AT EASYRIDERS DALLAS SHOW

The Dallas Centennial Hall was packed with thousands of roaring fans on Saturday, April 5th, as Billy Lane of Choppers Inc. and Dave Perewitz of Cycle Fab took to the stage. They had just finished a grueling, wet ride from Florida to Texas with The Discovery Channel cameras rolling to document part two of the TV show dedicated to custom builds.

The Dallas Easyriders Bike Show was to act as the show's finale where a People's Choice ballot determined which of the master bike builders would go on to the next exciting episode. Producer Hugh King watched every vote go into the ballot boxes with nervous anticipation. Who would win, the young rebel or the old school Yankee?



The custom bikes that Billy and Dave built could not be more different from each other. Billy's bike is a down and dirty rigid from the bowels of biker hell, while Dave's is a luxurious softail-styled pro-street drenched in authentic Perewitz paint.

The votes closed at 7 p.m., and at 9:45, right after a killer concert by Edgar Winter, I called Billy and Dave up on stage and announced the winner. By the slightest of margins, Billy Lane won the Build-Off. But there was an amazing consolation prize for Perewitz when none other than racing legend Mario Andretti announced that he was going to buy Dave's righteous red custom scoot.

What's next? Well, Part 3 of *The Great Biker Build-Off*" will pit New York's Indian Larry against moto-maestro Paul Yaffe of Arizona. Paul and Larry will ride their special Discovery Channel custom builds to Laconia where another People's Choice vote will take place.

Now get this! Whoever wins in Laconia has to go up against Billy in the ultimate build-off climaxing in Sturgis during the Black Hills Rally. Now that's good TV!

Watch for Part 2 of *The Great Biker Build-Off* coming soon to The Discovery Channel and a bike feature on Billy's rad rigid right here in *Easyriders*.

—*Dave Nichols*

Photo: Michael Lichter

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Coast to Coast

Biker News

HEALTH CARE BILL NEEDS MOTORCYCLISTS' SUPPORT: S423, the "Health Care Parity for Legal Transportation and Recreational Activities Act" introduced in Congress by Senators Russ Feingold (D-WI) and Susan Collins (R-ME), would prohibit health insurance providers from denying benefits to injured motorcyclists.

In recent years, some insurance companies have refused to provide coverage for insureds involved in motorcycle accidents or other so-called "risky" activities such as skiing, horseback riding, snowmobiling, off-road biking and ATV riding. Bikers and Motorcycle Rights Organizations worked hard during the mid-'90s to convince Congress to include language in the Health Insurance Portability and Accountability Act of 1996 to bar insurers from denying coverage to injured riders, but a loophole in HIPAA allows insurers to continue the discriminatory practice.

S423 would "promote health-care coverage parity for individuals participating in legal recreational activities or legal transportation activities" by closing the loophole and prohibiting employers from refusing to cover motorcycle-related injuries in the health care coverage they provide their employees.

Help end health insurance discrimination by urging your U.S. Senators to support the Feingold-Collins bill and to sign on as a co-sponsor to S423. You can contact your Senators at 202-224-3121 or locate them on the Web at www.senate.gov.

LOUISIANA PUSHES PASSENGER HELMET LAW: Go tell yer ol' lady that the state of Louisiana wants to put a helmet on her head whenever she's riding on the p-pad, then write to their House Transportation Committee to let them know her reaction.

"Most of the people who like to ride on the back of scooters enjoy the freedom we have in Louisiana as much as the riders in the front," said Steve Howardell, legislative coordinator for ABATE of Louisiana. "This bill is the first step in eroding our hard fought freedom in the Pelican State and the first step in repealing SB-86 which granted us our right to choose in 1999."

If passed HB-41 will require passengers

on all motorcycles, regardless of age, to wear a helmet at all times in Louisiana. "We need to fight back," says Howardell. "Write your legislators and let them know that we, the 86,000-strong registered riders of Louisiana, their passengers, their friends and family will not go backwards. We are a voting block to be reckoned with and we will stand together."

In the meantime, the state of Rhode Island is considering repealing their passenger helmet law, the only such law on the books in the United States. HB-5503 would remove the passenger helmet requirement, and was heard recently in the House Health, Education & Welfare Committee. "The Rhode Island Motorcycle Association testified in favor of the bill, and it looked pretty good," said Jeff Barone, president of RIMA and a member of the NCOM Board of Directors.

"My advice will be to get a woman who rides her own bike as well as on the back of her old man's, and have her ask the committee members Why do I need to wear a helmet based on where I sit on the bike?" said Barone. "Many of us worked long, hard hours drafting this legislation and we need to show our elected officials that this is important to us and it's something we all believe in; freedom of choice," he said.

WASHINGTON'S "HELMET IS A HELMET" BILL PASSES SENATE: A helmet definition bill passed the Washington State Senate on March 11 by a vote of 44-3, and would redefine the law to state that a helmet is a hard shell with a padded liner, a chin strap, and a DOT sticker affixed by the manufacturer.

"For those of you who haven't been following along, Washington police currently have the latitude to define a helmet by their opinion, leading to thousands of traffic stops for "illegal" helmets with no recourse for the rider," explained Rich Bright, chairman of the ABATE of Washington Legislative Affairs Committee. "I took my 100% legal beanie to court and lost based solely on the opinion of the officer, even though I demonstrated that it was legal under current federal and state law."

SB-5335 would define what a "motorcycle helmet" is. "This bill would say that a helmet is a helmet and that the police couldn't pull people over to inspect helmets anymore. It pretty much says that if a helmet has a hard outer shell and a chin strap you are good to go," says Bright. The bill now goes over to the House of Representatives. Washington residents can contact your State Representatives by calling 1-800-562-6000.

ARKANSAS DERAILS HELMET LAW REINSTATEMENT: In 1996, Arkansas became the first state to repeal its helmet law, but HB 1024 would have restored their universal helmet law. ABATE of Arkansas and the lobbyist for the Arkansas Motorcycle Dealers Association presented such a strong case against this bill during hearings in the Public Transportation Committee that the bill died without a vote being taken. Way-2-Go Arkansas! *—Bill Bish, NCOM*

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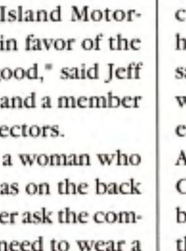

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Two-wheeled Tidbits

Spanning the biking globe...

NYC: The *New York Times* probably isn't the first publication you'd look to for biker info, but they did have a really funny article recently: "Wandering Jews," but on Harleys. My boss Sam Hochberg sent it to me by e-mail. It's about the growth of Jewish patch clubs. I figure they're one-piece or two-piece patches, but I sure haven't actually seen one yet. I take it from the article that these clubs are mostly rubbie and yuppie riders, with a few long-in-the-tooth riders mixed in. I still think "rubbie" is a dirty word. You know, the more knees there are in the breeze, the better it is for all bikers. When the well-to-do and connected riders know more about what we're up against every day, the likelier we are to get some change.

I got a kick out of one Jewish club in New York, the Star of Davidson MC. They sell a T-shirt on their Web site (www.starofdavidson.com) with the outline of a big Jewish Star of David, and the words, in that Hebrew lettering style, "My Hog is Kosher." These guys in New York do stick together to ride as a form of brotherhood with fellow male riders. At least one gal back there got riled by the "guy thing." Jane Seley shot off a letter to the editor a day after the article appeared, and here's what she said: "I would like it to go on record that I am a Jewish woman who has been biking since I was 11 years old and I would rather bike than bake!" Honey, your old uncle Gunny here would be proud to ride with ya any time.

VIETNAM: Now this is something to cause an old fashioned feud. We are told a minor motorcycle crash in a village near Hanoi sparked a riot that involved over a thousand people from two villages. The thing lasted about three hours and it took the local gendarmes nearly an hour to bring the festivities to a halt. Nearly 17 people were hurt and 20 houses were damaged in the melee. The guys that the altercation started over were unhurt. I don't condone senseless violence, but at least it shows me that somewhere in the world motorcycles mean something to the public.

SAN JOSE, Calif: For those among you who can't keep your fingertips offa your computer, there's yet another way to look at motorcycles online: Seems eBay has bought another business that specializes in selling vehicles, so eBay has expanded their base in that area. You can go to www.ebaymotors.com, and let your fingers look for your next putt.

KARACHI, Pakistan: Bikes are being used as bombs again. And it's in that part of the world where just about anything can get turned into a bomb. I guess it's that undeniable ability of a bike to scoot in just about anywhere that makes 'em easy to use for that. In this case, a bomb was hidden on a bike that sat in a parking lot of some big state-owned oil company. The government there thinks it was intended as a message to the anti-terrorism forces, since it didn't blow up anything or anybody. But any way ya look at it, it's a waste of a motorcycle!

EUGENE, Ore: Another day, another dose of police abuse in this otherwise liberal college town. This time, it's because a member of the Free Souls MC was tossed out of the Lane County Fair because he was wearing his colors. Never mind that he's a regular family guy with a regular job, has no criminal record, no ruckus, and no problems. After about an hour there, while his wife was eating cotton candy, the Eugene cops surrounded the two of them and escorted them out. Why? It's "gang-free" at the fair. Telling them that the FSMC has been around as a club for over 30 years means nothing to them. What will mean something is the civil rights lawsuit being filed against them by our AIM Attorney for Oregon, Sam Hochberg, and his associate for the case, Bill Redden. Stay tuned to the Sack for more, or come to the NCOM Convention May 8-10 in Milwaukee, where Sam will be giving a talk about this case and others.

WOODCLIFF LAKE, N.J.: BMW has donated six R 1100 RT-P police motorcycles to the Dept. of Defense, to help the Pentagon Police establish their first motorcycle unit. The donation is part of the company's program to provide bikes to law enforcement in areas hit hard by the September 11th tragedy.

—Gunny
Oregon AIM Chief of Staff

Industry News

Motorcycle Sales Climb Once Again!

For the 10th straight year, the demand for new motorcycles topped the previous year's mark, according to the Motorcycle Industry Council. Unit sales for 2002 was 937,000 besting 2001's 850,000 sales for an increase of 9.4%. That translates into $7.5 billion in 2002 an increase of 13% over 2001.

"The expanding popularity of motorcycling and a growing desire for new and ever-better products offered by the manufacturers has kept the industry healthy for an entire decade," said MIC President Tim Buche. "Even during uncertain economic times, Americans still want new motorcycles."

Cruisers accounted for 56% of the on-highway sales, with sportbike sales following at 21% and touring bikes coming in third with 18%. Overall, on-highway bikes made up 62% of sales and off-road bikes 31%, MIC figures show. *—Nomad*

Motorcycle Safety

Two New Safe-Riding Tools

The MSF recently introduced two new safe-riding tools aimed at educating individual bikers and motorcycle club members. New from the MSF is the Experienced RiderCourse (ERC) and the Riding Straight Activity Kit featuring the Fatal Vision Simulator Goggles.

The MSF's mission is to make the nation's streets and highways safer for motorcyclists through training programs and public information campaigns.

For more information call 949-727-3227 or log on to www.msf-usa.org.

—Nomad

Motorcycle Memorial

Dick O'Brien 1921–2003

The Harley-Davidson Motor Company regrets having to report the death of Richard H. "Dick" O'Brien on Monday, March 17, 2003. He was 81 years old.

O'Brien served as Harley's Director of Racing from 1957 until 1983. In his 26 years at the helm of the Harley factory racing program, O'Brien helped develop the dominating XR 750 and worked with legendary riders Bart Markel, Cal Rayborn, Gary Scott, Jay Springsteen, Randy Goss and Scott Parker.

Factory Harley-Davidson dirt track team tuner Bill Werner remembers O'Brien as a focused individual.

"He was very driven, very purposeful, a real no-nonsense type of guy," Werner said. "Racing was his passion, and he dedicated his life to it. He was the one who was responsible for the XR. He had two goals with that engine. The short-term goal was to bring the XR out, and we did that with the cast iron XR, and his long-term goal included the switch to the aluminum XR. History shows that his vision was correct."

Indeed, with factory rider Mark Brelsford aboard, the aluminum XR750 won the AMA Grand National Championship in 1972, its first season. Since then, the Harley-Davidson XR750 engine has won an additional 23 AMA dirt track titles.

O'Brien is survived by his wife, Pat, daughters Peggy Berose (Frank) and Patricia Frank (Peter), a stepson, Gregory O'Neil, and a brother, Jesse.

—Harley-Davidson Motor Company

WEIRD NEWS OF THE MONTH:

In the town of Basalt, Colorado, on Old Highway 82 on the road to Aspen, is a "ham-fisted fellow [who] stands about 7 feet tall, sports tattoos on both arms and looks intimidating, despite the toothy smile. His vest is too small to cover his white pasty belly. Across his chest are the words, 'Slow Down'," reports the *Aspen Times*. The town commissioned a number of statues including the biker dude. The sculptures were designed and built by students of Basalt High School. Residents were concerned about speeding motorists and the students' handiwork is hoped to solve the problem. ***— Bish***

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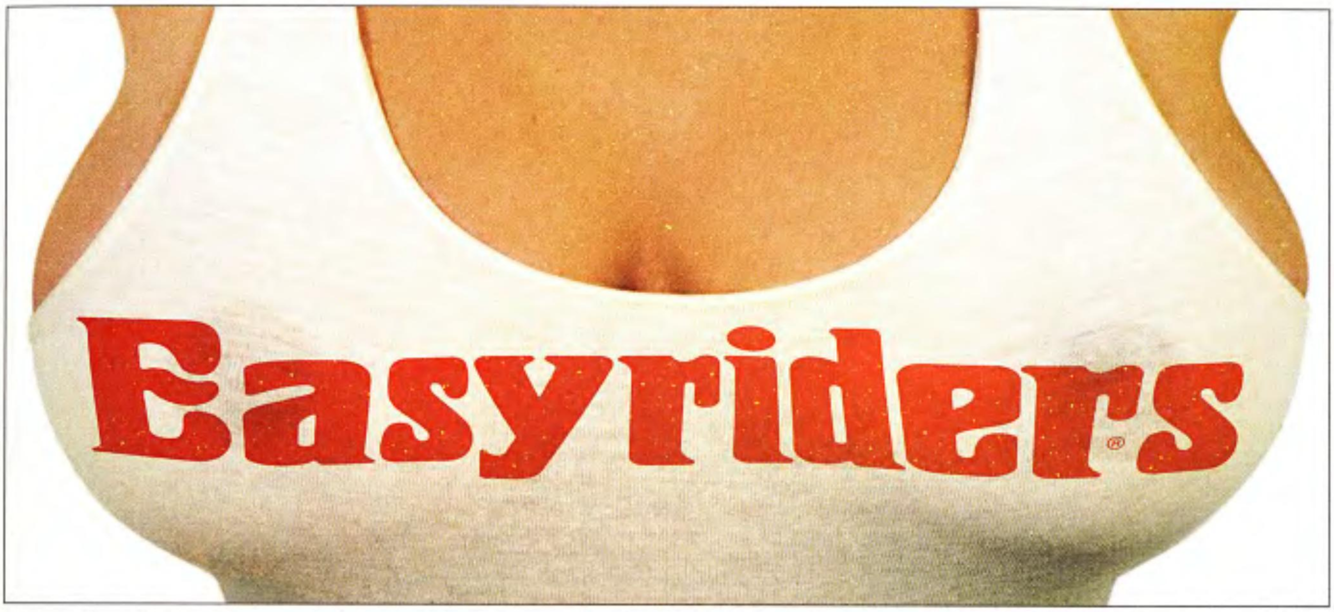
You got it—just make a purchase of $50 or more and ask for your free copy of Easyriders from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

BIG NEWS!



If your favorite shop doesn't carry Easyriders Roadware tell them to get with it! NOW all dealers can sell the Roadware line! After July 1st, 2003, "Easyriders Stores" will be changing their names. Most will continue to carry the Easyriders Roadware line and we thank them for their loyalty and wish them continued success.

Below is a list of former "Easyriders Stores" and some "new" dealers that carry Easyriders Roadware—tell them you saw their name here.

Former Easyriders Stores

Doc's Motorycles
Waterbury, CT
(203) 752-0295

Southern Thunder
Atlanta, GA
(770) 914-6076

Hog Heaven
Columbus, GA
(706) 321-1755

Big River Bikes
Quincy, IL
(217) 228-7433

KC Creations
Overland Park, KS
(913) 642-3279

Springfield
Springfield, MO
(417) 891-9998

Albuquerque
NE, Albuquerque, NM
(505) 830-3279

Greensboro
Greensboro, NC
(336) 292-4262

Easy Eddie's
Huntersville, NC
(704) 875-2501

Americycle
Columbus, OH
(614) 224-9400

Strokers Dallas
Dallas, TX
(214) 357-0707

Big Dog of Houston
Houston, TX
(281) 752-6966

Salt Lake
Salt Lake City, UT
(801) 994-7888

Dominion Motorcycle
Virginia Beach, VA
(757) 631-1443

New Easyriders Dealers

Mad Dog Custom Cycles
Agoura Hills, CA
(818) 706-3641

R&S Custom Cycle
Modesto, CA
(209) 538-4184

Sedalia Grill
Sedalia, CO
(303) 688-1249

2 Wheel Apparel
Dover, DE
(302) 698-3500

Dream Machines, USA
Lantana, FL
(561) 586-7777

Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-twin
Orlando, FL
(407) 903-0058

Mid-Florida Cycle
Palm Bay, FL
(321) 952-9932

Classy Cycles
Panama City, FL
(850) 233-1391

Jim & Cindy's Biker Depot
Pinellas Park, FL
(727) 522-3588

Murph's Biker Leather
Glendale Heights, IL
(630) 752-1122

Mike's Motorcycle Clothing Co.
Rockford, IL
(815) 227-0900

Freedom Cycle
Brownstown, MI
(734) 479-0522

Bear Nasty
Becker, MN
(763) 261-5275

Hawg Wyld
Lee's Summit, MO
(816) 524-6107

Indian of Ocean Springs
Ocean Springs, MS
(228) 818-1997

Yellowstone Motorhed
West Yellowstone, MT
(406) 646-7666

Northeast Cycles
Conneaut, OH
(440) 599-1531

The Hawg Closet
Wooster, OH
(330) 263-7559

Heavy Metal Custom
Durant, OK
(580) 924-3338

B.S. Unlimited
Oklahoma City, OK
(405) 632-7956

Indian of Harrisburg
Wormleysburg, PA
(717) 975-2600

Jugs & Hardtails
Memphis, TN
(901) 388-3138

Cycle Pilot
Beaumont, TX
(409) 892-1128

Indian of Oshkosh
Oshkosh, WI
(866) 875-3671

To link to these shops go to www.easyriders.com

—DEALERS CALL NOW—

Easyriders Roadware New Accounts Department at 800-552-2841.

"Now that's what I call one cool six-pack."

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c				r		√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	r	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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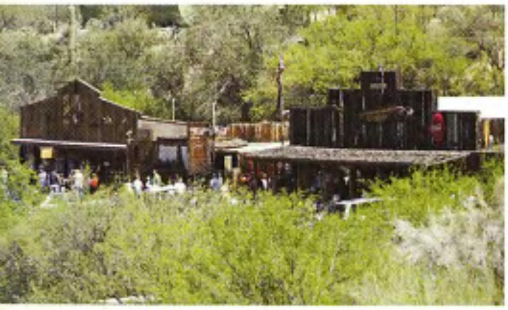
- ☐ 22 Wildlife/Forestry Conservation
- ☐ 06 Electrician
- ☐ 25 Gunsmith
- ☐ 89 Small Engine Repair
- ☐ 84 Pharmacy Technician

T399

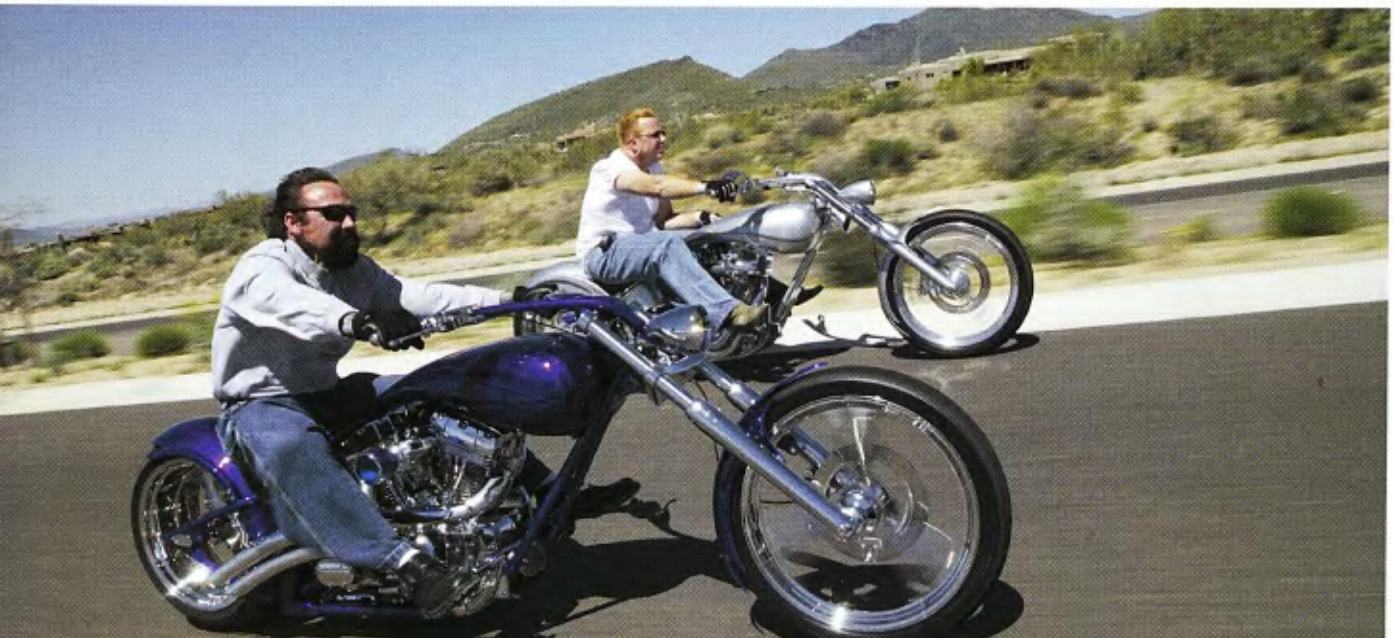
Name ____________ Age ______
Street ____________ Apt. # ______
City/State ____________ Zip ______
Phone ( ) ____________
E-mail ____________

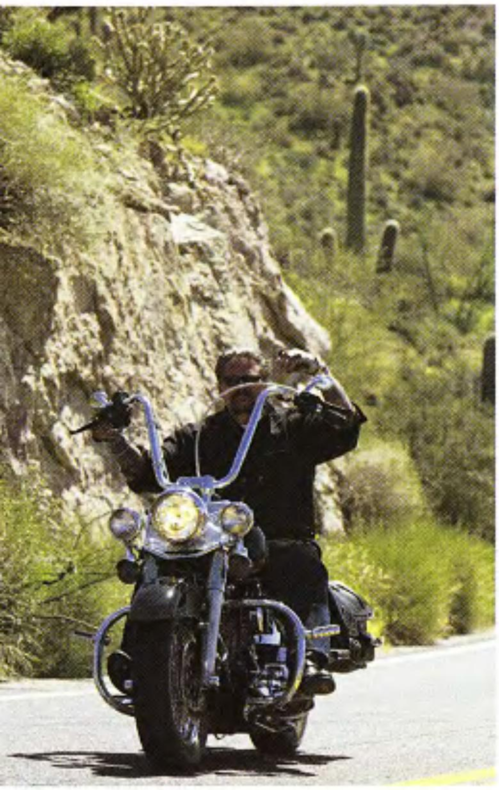


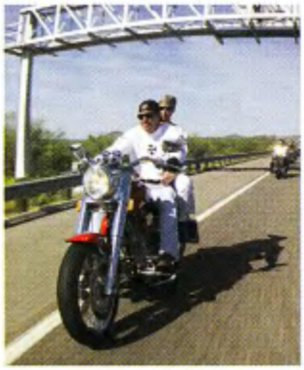
RIDIN' THE RANGE

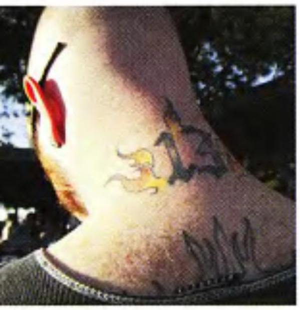
AZ BIKE WEEK

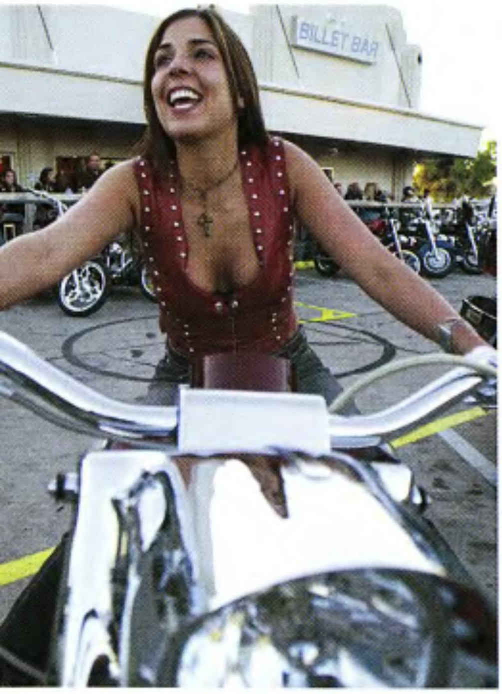
Man, there's just too much goin' on to see everything during Arizona Bike Week. Y'see, all the rides and happenings are spread out over a fairly big area over a week-and-a-half period at the end of March and early April each year. But ridin' is what we came here to do and ride we did. And as for the weather, well, if you don't like the weather in Arizona, just wait a minute…it changes that fast.

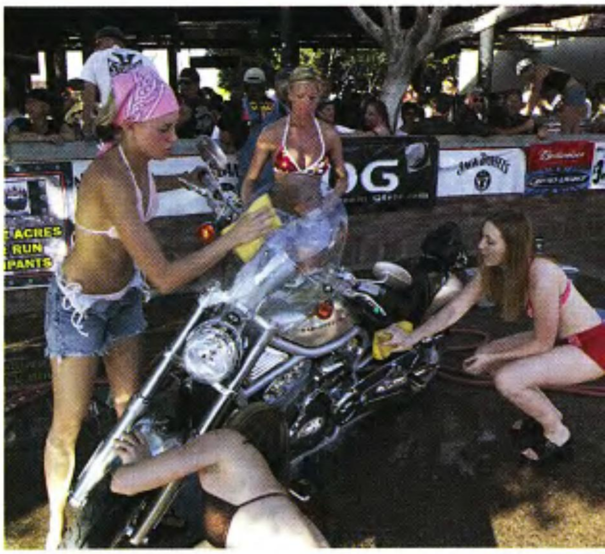


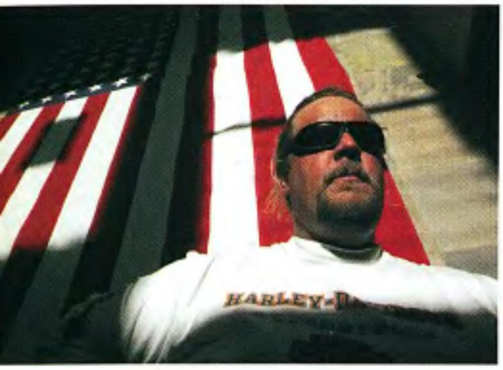


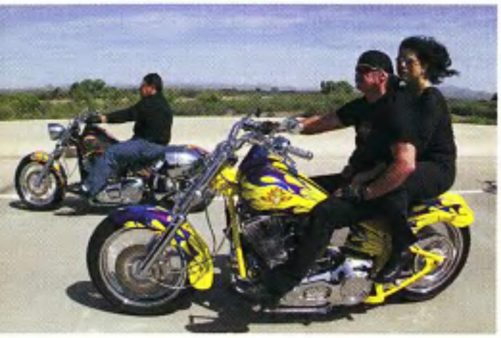
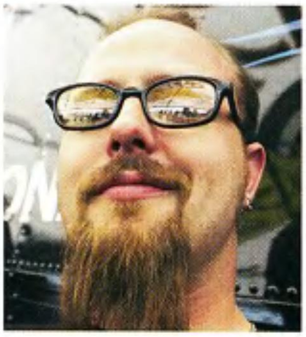
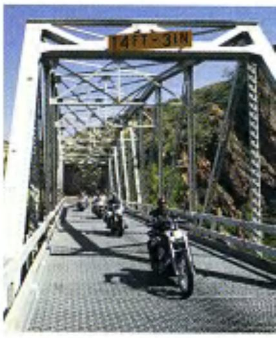





BILLET BAR



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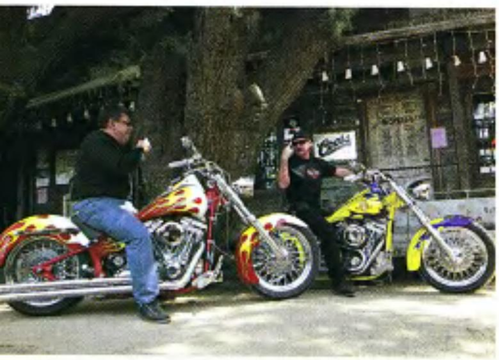
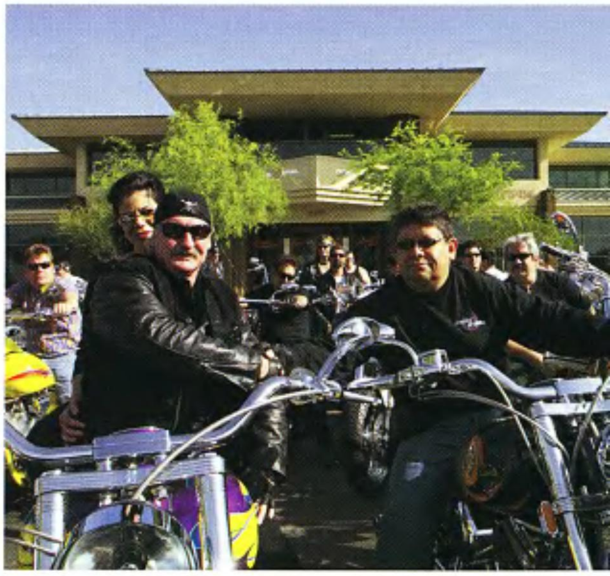
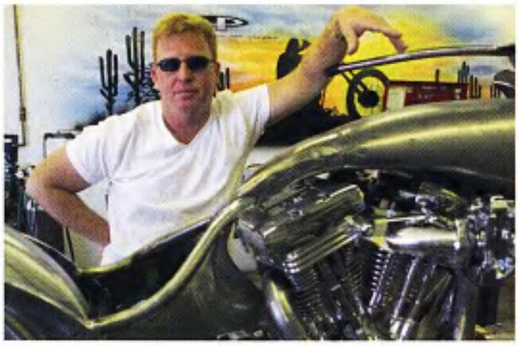
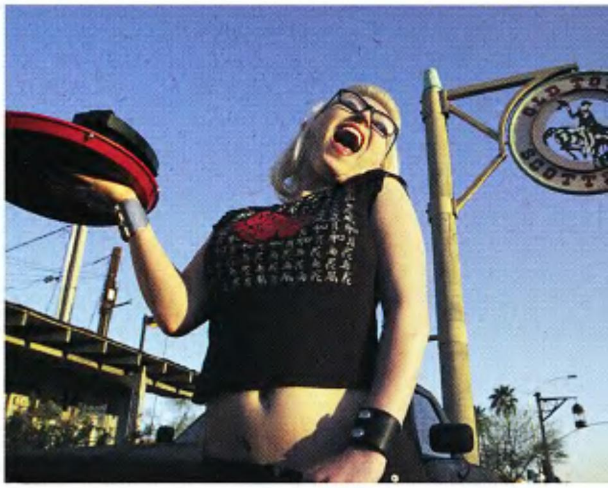
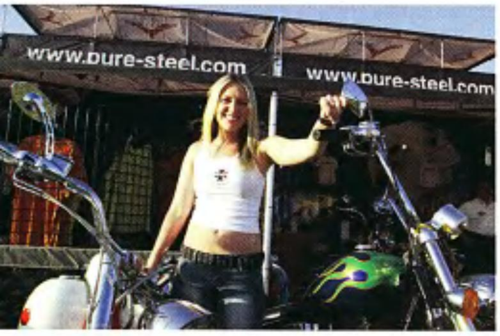
BILLET BAR
BILLET BAR

Samantha



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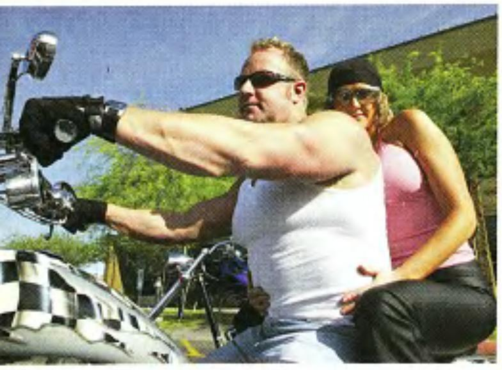
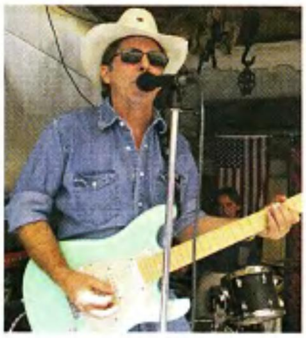
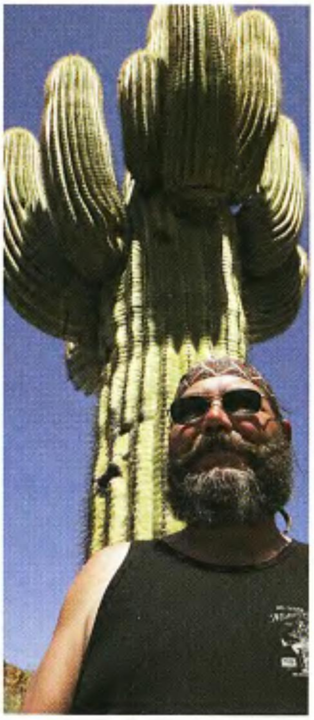
www.pure-steel.com

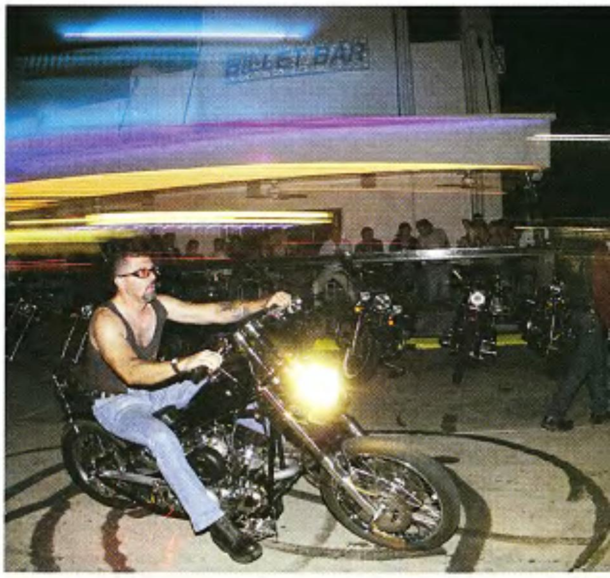


NHRA



Mike




BILLET BAR

Rain or shine, the Arizona country is drop dead gorgeous. Man, this is livin'!

The thing to know about Arizona Bike Week is that no two people will experience the same thing; while you might be hangin' at a titty bar, I might be over at the drag races, etc. But no matter where you are during this strung-out string of biker happenings, it's hard not to have a good time. A lot of people ride in for two or three days, participate in a few of the many runs that are goin' on and then head back to the daily grind. Others come from long distances and stay the whole week. Speaking of, cudos to the H.O.G. Chapters that came all the way from Chicago to experience the glory that is Arizona. It's a biker friendly state and unlike many other runs, this Bike Week is laid back.

The Speedworld Motorplex held a lot of the two-wheeled action and a good crowd showed up for the AHDRA Arizona Nationals. The quarter-mile dragstrip was fast and furious. A damned fine time was had by all who attended, and there's nothing like the smell of nitrous in the morning.

Hacienda Harley-Davidson is always a good place to ride to and get yourself an Arizona T-shirt, nice folks, too. Some of our favorite eateries during this run were the Acme Roadhouse in Tempe, Chevy's Mexican Restaurant, Acme Bar & Grill and The Lucky 7 in Scottsdale, and Chuy's Mesquite Broiler in Ahwatukee.

Harley-Davidson of Tucson once again held their Tucson Tuesday Ride which gave riders a chance to check out the Bob Bondurant's School of High Performance Driving. The Sedona Poker Run was sponsored by Arizona Harley, which took riders through scenic Jerome and the red rocks of Sedona. Meanwhile, over in WestWorld, the Scottsdale CycleFest was goin' on and it was a regular aftermarket Vendor Expo of products, entertainment and fun throughout the week. ABATE sponsored bike games and the MMA sponsored the Ride-in Bike Show.

We had a great time over at Paul Yaffe's shop, checkin' out all the new custom rides, then stopped by to see Myron at The Billet Bar. The Steel Horse Saloon and Fat Guy Custom Chassis presented the Trifecta Custom Bike Show & Blowout once again. There was a great turnout for this party and speaking of parties, the Hideaway Grill, in Cave Creek, is a righteous biker bar that always has some kinda wild shenanigans goin' on during the week. Food's tasty too!

This year's Arizona Bike Week was a big success in our book. We're glad to see so many brothers and sisters coming out to party and ride their asses off. We hope to see you there next year! —*Phantom*

Photos: Michael Lichter

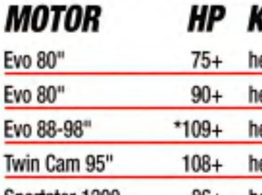
NEW POWER PACKAGE KITS

Edelbrock Power Packages deliver more power right out of the box. From 75+ hp with stock pistons to 120+ hp Big Bores, these combinations are tested on our chassis dyno and on the road for guaranteed proven performance. No guesswork required!

MOTOR	HP	KIT CONTENTS	P/N
Evo 80"	75+	heads (black), cam, gaskets & pushrods	#16024
Evo 80"	90+	heads (CNC-ported, black), pistons, cam, gaskets & pushrods	#16074
Evo 88-98"	*109+	heads (CNC-ported, black), cam, gaskets & pushrods	#16075
Twin Cam 95"	108+	heads (CNC-ported, black), pistons, cams, gaskets & pushrods	#16874
Sportster 1200	86+	heads (black), pistons, cams, gaskets & pushrods	#16924
Big Bore 100-124"	**120+	heads (CNC-ported, 92cc, polished), cam, gaskets & pushrods	#30225
Big Bore 100-124"	**120+	heads (CNC-ported, 92cc, natural), cam, gaskets & pushrods	#30224
Big Bore 100-124"	**120+	heads (CNC-ported, 83cc, polished), cam, gaskets & pushrods	#30215
Big Bore 100-124"	**120+	heads (CNC-ported, 83cc, natural), cam, gaskets & pushrods	#30214

Your results may vary depending upon engine configuration. **tested on 98" engine **tested on 100" engine*

NITROUS SYSTEMS



Edelbrock Nitrous Kits are engineered for your bike... no fabricating, no searching for extra parts, no messing around. They are dyno tested for a true 35 hp increase, and include a unique electronic module that activates nitrous at 4300 rpm to reduce chance of engine damaging detonation. All bracketry and hardware are included.

FREE* 2003 CATALOG

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Tech line: 1-800-416-8628 from 7am-5pm PST, weekdays.

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Edelbrock

Dateline: Las Vegas, Wednesday, September 11, 2002 — "Hey, Bill!" I called to my neighbor and sometime road partner.

"Yes," came the pensive reply.

"Ya got anything special goin' on this weekend?"

"Nooo. Whatcha got in mind?"

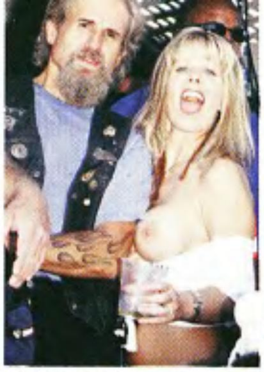
"Ya up fer a ride to Vegas?"

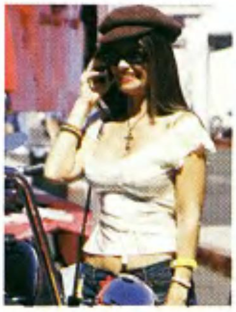
"Sure. Can we —" he began.

"Yeah. We can hit Main Street Station. In fact, you're gonna love this. It's right across the street from where the event is being held. So, you'll be able to…"

"Ya know it was voted the best buffet in Vegas for years?"

"That'll work great," I said. "There'll be plenty of time for chow and checkin' out the bikes and booths and babes without havin' to sit in a traffic jam, like Laughlin. In fact, this gig reminds me of what that tired-out old whore of a run





BIKES, BOOBS, BROTHERS AND BUFFET

LAS VEGAS BIKEFEST

BING
ATION

started out bein'—a chance to get together with brothers, old and new, party a bit and see the sights. Be ready to roll by 7 and we'll head out before it gets too hot. Should be there in four or five hours."

With that we each made ready to hit the desert. Just stuff some spare socks and a T-shirt into the saddlebags, grab a few tools to do a quick oil change and come mornin', we were off.

In case ya missed it last year, the organizers Harry and Pam Schwartz—along with the city of Las Vegas—began hosting what's quickly becoming a great way to cap off a long summer of ridin'. Sadly, last year's first annual event became a sort of memorial as 9/11 had just gone down Tuesday, prior to the start of the run. So without dwelling on it, let's just say this event will no doubt hold a special place in the hearts of all who were there, as it does for me.

The weather in Vegas in the fall is pretty easy to deal with and this year was no different. The temps generally stay below triple digits and it cools off pretty nicely in the evening, making for great cruising on the way there. That and the fact that the strip wasn't even all that packed with folks made for a nice welcome as we hit town. The location is at the end of the Strip, a block from Fremont Street, and spills out onto Fremont and into some of the clubs and hotels nearby. We found that parking was real easy to find and, yes, we hit the Station for some grub before walking the grounds.

This year the vendor area spilled across the entrance to the other side, nearly doubling the available space. I don't doubt that it'll keep growing, either. Special thanks to Mondo of Denver's Choppers for the shade and lots of cold water, and Climax Cycle Controls, who had a mini swamp cooler in their booth. In case you haven't heard of them, they make about the cleanest handlebars and controls I've ever seen. All wires and cables are hidden and run through the bars. There's several styles to choose from, from apes to drags.

Besides the obvious diversions available in Sin City, Bikefest has lots to keep ya busy, from the climate-controlled bike show on Fremont Street, to the poolside wet T-shirt contest where some of the finest breasts in the west were perky and on display. It's a regular hooter hoot!

Friday things got rolling with a poker run sponsored by Titan Motorcycle. Later, Joan Jett and the Blackhearts rocked the crowd while Saturday, the Henderson Redevelopement Agency [*as in Nevada, not the defunct bike company*] sponsored a $10,000 poker run for those who wanted to try their luck in "biker poker." Later that night, after spending time swappin' lies with my ol' buddy Dwayne who flew in from Kentucky, we caught the sounds of Bachman-Turner Overdrive who belted out their old classics like "Takin' Care of Business."

Sunday came way too quickly and we filled our bellies one last time at the Station before firin' it up and headin' up the Baker grade towards home. Next year, you can cap off your summer at Bikefest, which will run September 11 through 14. Remember, this time of year makes for great riding in the desert! So make plans to join us at the third annual Bikefest, and help us remember the past and look toward the bikin' future.

—Boxcar

Photos: Ken Ross

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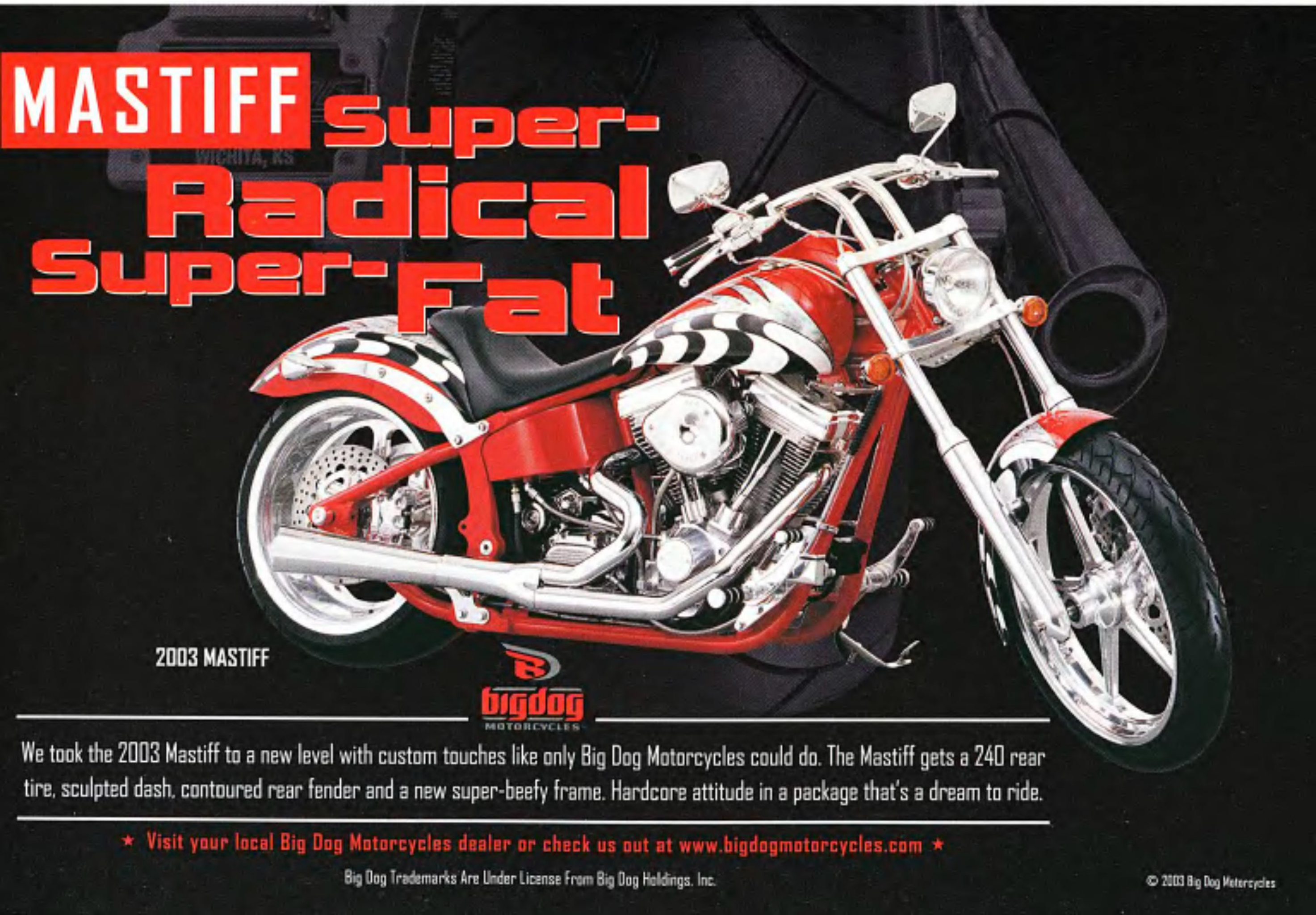
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TalkingTech

NOT TRAILERED...I TRAILER

I have a Harley '94 Super Glide. I tow a trailer sometimes. The trailer weighs between 200 and 500 pounds. I only get 8,000 to 10,000 miles on the back tire and 17,000 to 20,000 on the front tire. I have talked to some friends who ride Honda Gold Wings and pull a trailer; they can get 24,000 to 28,000 on their back tire. I run the tire that came on it new. Is there a tire that I can get that I can get better mileage on?

Wambo
Internet Marauder

Gold Wings use radial tires. Radials last longer than the bias-ply tires most of us are stuck with for a couple of reasons. They run cooler, but they also maintain better contact with the road surface, which reduces wear from abrasion. Tire companies warn against using radials on vehicles not designed for them, but I have buddies who are using them and having no problem.

If you decide to try radials, you'll face a couple of obstacles. I don't know of a 19-inch radial, meaning you would probably have to buy a 16, 17, or 18-inch front wheel. Radial tires usually have lower profiles than bias-ply tires, so ground clearance problems might require suspension modifications, too.

I think you're getting great mileage from your OE tires. If you decide to try radials, understand that you'll do so completely at your own risk. A few brothers and I tried 15-inch car radials back in the '70s. All I can say about that is, don't even think about it.

LOOKING FOR STUDS

Does anyone sell studded snow tires for a Road King? Here in the great Northwest we get quite a few snowy days and I still want to be able to put on the side hack and go for a ride.

Rick
World Wide Webber

Not that I know of, although you could make your own with a tube-type tire that you drilled and ran a couple hundred stove bolts through. You'd have to use big washers inside and out to keep the bolts from pulling through. You'd also want to polish the bolt heads and use duct tape and rim straps to protect the tube from them. Balancing would be a nightmare, but I doubt you'd be riding fast enough for that to matter very much.

This is all theoretical, of course. You would take your life in your hands by modifying any tire. If I had to ride in snow and had enough fender clearance, I would make up a set of chains and go that route instead. Whatever, you're flirting with disaster here. We suggest you be very careful.

CARB OR EFI?

I just purchased a 2003 FLHT and am having a big bore kit installed, Andrews cams, ignition, exhaust, etc. Is it worth while to take out the carb and install fuel injection or is it a waste of time and money? Keep up the good work.

Bill
Via the Intermanet

Converting to EFI would cost a ton of money compared to the benefits. Better to stick with one of the proven aftermarket carbs like a Mikuni HSR 42 or S&S Super E.

EFI might slightly improve throttle response and mileage, but not enough to offset the cost. Carburetors are cheaper, simpler, and easier to work on.

WHAT DO I HAVE AND CAN I MAKE IT BIGGER?

I have two questions for you that I hope you can help me with, I have a 1980 FX. I want to know how to figure out if it is an E, S, or a WG. I know the VIN number is where to look but don't have a clue as how to figure it out. Also I would like to change the stock jugs for a pair of big bore 3 and 5/8. I was wondering if the cases and heads would allow this with out doing machine work to them. Could it be as simple as install the jugs with new piston and rings?

Chainsaw
USA

The first two digits of your VIN reveal the model. 6E means it's an FXEF, 6G an FXE, 7F an FXS, and 9G an FXWG.

You'd need to split your cases and have the cylinder openings enlarged for the 3 5/8-inch jugs. Your heads would also have to be machined to fit over the larger fire ring—the lip on top of pan and shovel cylinders— and you'll need to have your flywheels balanced for the larger pistons.

Personally, I'd go with a 4 3/4-inch stroker kit instead. They are available assembled, balanced, and trued from several sources, with new connecting rods, shafts, pistons, etc. Grinding crankpin nut clearance in the right-side crankcase and modifying the oil returns are the only modifications required. To modify the returns, you just drill a couple of holes in the left-side crankcase and bypass the original return outlets in the cylinders with steel tubing.

I prefer strokers to the smaller big-bore engines because they are more responsive at low and midrange speeds, where most of us spend most of our riding time. Increasing stroke increases piston speed, but in most cases that's just a meaningless bit of engineering trivia. It's true that a 4 3/4-inch stroke top end won't last quite as long as one with a shorter stroke, but that's mostly because the pistons are shorter and less stable in the bores.

The only other issue I can think of is vibration. You will feel the 4 3/4-inch stroke, which would give you roughly 90 cubic inches with your stock 80-inch cylinders, but it's more of a power throb than a buzz. If smoothness is a priority, consider Truett & Osborn's Torque Monster flywheels. They tend to soak up vibration because of their weight.

Budget permitting, you might consider a 93-inch big-bore stroker kit. It combines a 3 5/8-inch bore with a 4 1/2-inch stroke for a 93-inch engine that is much more powerful than stock, but smooth and very long-lived.

Whichever way you go, there are a couple of things to remember. First, you'll need a good carb, cam, and exhaust to get the most from those extra inches. Second, an engine is only as good as the builder. Most of the bad rap strokers have gotten can be traced to shoddy assembly or parts, not the longer stroke. —Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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What do ya get when you take a bike builder from Sweden and bring him here to the good ol' U.S. of A. to have his ride featured here in our mag? If you're lucky enough, you'll get to have someone like the lovely **Shauna** posing all over it. In the September '02 issue, Bernt Karlsson and his custom chopper received that very treatment. After we saw the results of this shoot, everyone agreed: There isn't anything better to come home to.

Best Babes of 2002

Many women have passed through the pages of this magazine over the years. Some have even had the opportunity to pass through our office hallways. And some have been...passed across desks.

One of the questions that we get asked most often is, which one of those girls was your favorite? Now that's a tough one to answer. The obvious answer is, "The ones that went home with us!" However, since that would be totally unprofessional, we use the standard answer: Each one of them is special to us in her own way.

Since no one's buyin' that answer, we'll go a different route. Seein' as how that question rears its ugly head so much, all of us here at *Easyriders*—well the guys anyway—do something special for you every year.

We all sit around a table, drink some Jack, don't eat and look at pictures of naked women. Now, I know that somehow that "just don't seem quite right," but it's how we go about selecting the past year's Best Babes.

Several factors are looked at in judging: sex appeal, rack proportionment—they don't gotta be gigantic, but they gotta fit the girl—fullness and character of the DSLs. Oh let's just face facts, after checking out the girls pictured here, we all went home and really gave the ol' lady the high hard one. At least I thought it was my ol' lady. What the hell, I was drunk, went to bed, heard howling...how was I supposed to know she was out on the couch. Now I know why the dog has been actin' funny lately.

Anyway, before PETA comes knockin' down my door, peruse these pages and bask in their glory. You're welcome.

—Oil Can

Swift, sleek and compact not only describes the little spinner **Christina** here, but also the bike she posed with from Swift Motorcycle Company in Arizona. Asked to find a girl that would not only complement the bike, but actually fit on it, we did our very best to make the headlights match. What we came up with seems to fit the request to a "T" and was offered up in the September '02 issue.

Jolean—the all-natural, blonde-haired beauty with the Midwestern name to match—not only graced our October '02 issue, but remained in the perverted dreams of our staffers for months afterwards. There's something about that "farmer's daughter" tale that has a ring of truth to it and Doug Lineback with his custom chopper almost got to live the legend. Who knows, maybe he did. All we know for sure is that many pictures were taken and not too many people are talkin'.

Hey Boy, where ya goin' with that Barenaked Lady? We're sure that after gracing the pages of our November '02 issue, both Boy Rojas (the owner of the old/new Harley chopper) and **Traci-Ann** (the blonde shown at left with the big brown eyes and the even bigger set of safety air bags) heard that same question a lot. We know that we were yelling it to him as he roared off our set with the tantalizing Traci-Ann wrapped around him...for safety reasons of course.

When you opened the November '02 issue, the centerfold—literally—jumped out of the book. When you saw the title of the article, we know you thought that our toned and fit Fox Hunt winner, **Julie,** (bottom left) was the Bruiser we were speaking of. Although you'd be wrong on that one, we do have it on good authority that if you can't keep up with the Windy City native, she'll put a hurtin' on ya. We can only imagine that, coming from the Windy City, Jules here is happy to have the extra upper body weight to keep her...grounded.

Virginia, there is a Santa Claus. Truer words have never been spoken. Well maybe they have, we don't care. All we can say for sure is that Christmas came early for Kurt Morrow, as he faithfully built a chopper to *Easyriders'* specs with the hopes of having a little elf bring him something tasty for all his blood, sweat and tears. Yes Kurt, there is a Santa Claus. Send in the tasty elf herself, **Bethany,** (below) to add the final touch to Kurt's masterpiece. Bethany, the tattooed Fox Hunt winner in the December '02 issue was just the hooterific elf any of us would love to find under our tree.

Maybe it's the combination of all the sun and orange juice that makes the women of Florida so fun to gaze at and even more fun to play with. We're not sure what the cause of it all is—and quite frankly, we could care less. Whatever the reason, our Floridian photog, Don Rogers, has a knack for picking the sweetest fruit from the tree and spreadin' the love all over the place. Take for example the sweet and tasty **Kellie** here, playin' with Barry Rosenblum's Cyril Huze Special Construction in our December '02 issue. Ahh, nectar of the Biker gods, I tell ya.

Proving that our feature headlines ring true, January '03's cover girl and Fox Hunt winner, **Julie,** turned weak in the knees when she saw how big Kendall Johnson's ride was. We're talking about the bike, of course. What's important here is the fact that this Southern Belle just loved showing off one of her finer ASSests...and who were we to say no?

San Diego, California: Gorgeous homegrown natural wonders like **Cherie** here. Brown-haired, brown-eyed girls like Cherie are what dreams are made of. Picture those big brown eyes, red pouting lips, her long brown hair cascading across her perfect C cups and those legs, posed across a long front end. If you're havin' trouble picturing it, all you need to do is check out the February '03 issue.

The ancient Greeks wrote stories about it. Freud named a complex after it. But trust me, there's nothing Oedipus-like in defining the sexy **Shani**—April '03's Fox Hunt winner—as a MILF. This Women's Fitness competitor from Oregon has the mommy body that drives the daddies nuts when she drops off her kid at school. Poor kid, he's gonna grow up thinkin' he has 100s of friends when in reality they'll all be comin' over to his house hopin' to get a gander at his mom's massive mammaries. Goddamn, us too!

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V-TWIN POETRY IN MOTION

Riding Dantés' Inferno

Our tale of Dante's "Inferno" is not a journey from the lowest level of hell, through it's nine meticulously organized, almost mechanized ledges of torture. Like the story from the early 13th century, this bike from DD Customs represents a similar example of how humans bring either rewarding, or punishing justice onto themselves by exercising their own free will.

When we caught up with owner, Dante Depaola, he reminded us that *The Divine Comedy* of Dante Aligheri becomes merely medieval poetry when compared to his red hot, unholy roller.

For Dante, having this bike on the rack was torture enough because as much as he enjoys working on bike projects, he would rather be riding. It's a natural parallel with the ancient theory that anyone's first step onto a spiritual path can not begin without pain.

Nothing worth having comes without a price. What was paid by Dante to get a ride this righteous was by the virtue of patience. There were times when things weren't going as intended and he wanted to scrap the project. That's when Dante's "Inferno" earned her nickname—"Be-atch!"

Dante grew up near Richmond, California, where he was introduced to his chopper influence at an early age. It was the custom FXRs and hardcore hardtails that his Uncle Al and his Uncle Angelo were always building and riding. During his college days at UC Berkeley, Dante played NCAA football, then after getting signed with the Baltimore Ravens, went to Europe doing the NFL Europe League football thing. If you've ever wondered what it would feel like to run a kickoff back for a touchdown in front of a 100,000 fans, Dante told us that it is a lot like goin' for a ride on a bike cool enough to call your own. If you've never experienced it, you'll never understand anyone's explanation.

There is a special connection between Dante and his mentors. He learned a lot from Ron Simms while also admiring the creations of Eddie Trotta, Dave Perewitz, and Arlen Ness. Dante appreciates the talents of Goldammer, Aaron and Mark Greene, and Billy Lane enough to realize the merits of trying to absorb what the builder had to do to get the bike to it's level. For his Be-atch project, Dante found immeasurable help from Performance Machine in the really cool rotors and pulleys that they hooked him up with. Dante has a genius, weld-master in his back pocket named Ben Foroudian who can take the concept of a part from sketch to reality in 3.6 seconds without leaving a mark. Dante was able to persuade the folks at Rich Products to make a custom Thunderheader for him, which gave the most powerful, best sounding and coolest looking exhaust system to his Be-atch that anyone could dream of.

Dante told us that his next bike is gonna be a spindly li'l putt with some death-cheatin' tricks as slick as riding uphill behind a chicken truck...in the rain. Also, how 'bout this hottie Adrian? she makes me want that job of pickin' the winner every month! —*Jeff Moore*

Easyriders

passin' gas

After checking out Bruno's scoot, Ace, the Harley mechanic says, "Bruno, I've got some good news for you and some bad news."

"What's the bad news?" Bruno asks.

"The bad news is that unfortunately, you've fried the engine and you're looking at a complete rebuild. That's over $5,000 and it'll take a month."

Bruno's really shook and he asks the wrench, "So, what's the good news then?"

The mechanic points over to the secretary at the front desk, "You see that blonde over there with the big tits, tight ass and legs that go all the way up to heaven?"

Bruno shakes his head yes and the mechanic continues, "Well, I'm fucking her...."

Rocky
W. Palm Beach, Florida

A young boy comes home from school and says to his mom, "Mom, I've got a problem." "Tell me about it," she says.

He tells her that the boys at school are using two words he doesn't understand. So she asks him what they are.

He says sheepishly, "Well, 'pussy' and 'bitch'."

"Oh, that's no big deal," says the boy's mom. "Pussy is a cat, like our little Mittens, and bitch is a female dog like our Sandy."

He thanks her, but since the answer didn't satisfy him, he goes to visit his dad in the workshop. He says to his father, "Dad, the boys at school are using words I don't know. I asked mom, but I don't think she told me the right meaning."

"Son, I told you never to go to mom with these matters, she can't handle them. What are the words?" asks the boy's dad.

He tells him the words are "pussy" and "bitch."

"OK," says the ol' man, as he pulls a *Playboy* down from the shelf. Taking a marker, he circles the pubic area of the centerfold and says, "Son, everything inside this circle is pussy."

"OK, dad, so what's a bitch?"

"Well, son," he says, "everything outside that circle."

Kalvinator
Garbage Grove, California

Bill noticed that his friend Darrell wasn't feeling well lately and asked what was wrong. "It's this new girl I've been seein'. See, I really dig her, but she's kinda uptown. So the other night, I asked her if she could learn to love me," Darrell confided.

"Yeah, so what's the problem?" Bill asked.

"She asked how much I was willing to spend on her education!"

Steven Taylor
Graybar, Texas

A little boy asks his father, "Daddy, what's the difference between 'hypothetical' and 'realistic'?"

"Well, son," the father begins, "Go ask your sister if she'd have sex with her chemistry partner at school for $1,000,000. Then go ask your mom if she'd screw the mailman for $1,000,000, then come back and tell me their answers."

So the kid goes off to see his mom and sis, and comes back to his father and tells him, "Sis said, 'Hell yeah!' and Mom said, 'Of course.'"

"There ya have it," the father exclaims. "Hypothetically we're millionaires, but realistically, we're just livin' with a couple of whores."

Greg "Mountain Man" LeMay
Mountain, Wisconsin

A group of bikers went deer hunting and decided to pair off in twos for the day. That evening one of the bikers returned alone, staggering under the weight of an eight-point buck.

"Where's Dirty Bob?" the others asked.

Dirty Bob's hunting partner, Maddog, dropped the buck, wiped the sweat from his brow and replied, "Bob musta had a heart attack. He just keeled over and died a coupla miles back up the trail."

The other bikers gasped and asked, "Ya mean you left him laying there and carried the deer back?"

"It was a tough call," nodded Maddog. "But I figured that nobody would steal ol' Dirty Bob...."

Rooster
Da Pen, C

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Dante DePaola
City: ....Windsor, California

General

Fabrication: DD Custom Cycles
Year/make:....2003/DD Custom Cycles
Model: ....250 Monster
Assembly: ....DDCC
Time:...........................8 months
Chroming: ....Santa Rosa/ Carerra Plating

Engine

Year: ....2002 RevTech
Rebuilder: CCI
Displacement: ....100 cubic inches
Cam: ....RevTech
Carb: ....Mikuni HSR 42
Pipes:....Rich Products custom Thunderheader

Transmission

Year/make: ....2002 RevTech 6-speed

Painting

Molding: ..Mike Taylor Designs
Painter: ....Mike Taylor Designs
Color: ....Kandy red
Type: ....House of Kolor
Special paint: ....Mike Taylor Designs

Frame

Year/make: 2002/Santee
Type:............................250 soft
Rake: ....35 degrees
Stretch: ....3 inches
Shocks:..................Progressive

Accessories

Handlebars: ....DDCC/Redneck Engineering
Handlebar controls:............CCI
Fenders: ....DDCC
Headlight: CCI
Taillight: ....Rick Doss
Pegs: ....Accutronix
Foot controls: ....Accutronix
Gas tank: ....DDCC
Oil tank: ....DDCC
Seat: ....Corbin
Mirrors:..Performance Machine
Grips: ....Ron Simms

Front end

Type: ....wide
Builder: ....DDCC

Wheels

Make:...............................Weld
Size: ....18 x 8.5 rear/ 21 x 3.5 front
Tires: ....Avon
Brakes:.......................RevTech

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Photos: ....Mike Chase

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PRIMARY 86.84 up
ANDREWS 88" TWIN CAMS 189.94
CRANE CAMS 77.13 up
ANDREWS 98.84 up
CLUTCH PLATES 17.94 up
TRANS CASE 4 or 5 SPD 168.50
OIL PRES. GAUGE 13.65 up
INNER PRIMARY 178.94 up
ROCKER BOXES
EVO 108.84 up
SHOVEL 229.94 up
BIKE LIFT 119.94
CRANK FILTER 10.97
NOSE CONE
IMPORT 59.84
USA 119.84
BILLET 216.73
RIGID, SWINGARM, RUBBER MOUNT, & SOFTAIL® STYLES
RIGID ROLLING CHASSIS KIT AS SHOWN 2052.00
KURYAKYN HYPERCHARGER 179.94 up
MAG WHEELS 362.94 up
WIND SCREENS 53.84 up
WIND SHIELDS 98.50 up
OIL TANKS 69.94 up
HI-TORQUE STARTERS 219.84 up
CRANE HI-4 SF IGNITION KIT w/COIL 240.84
DYNA 2000-i KIT w/COIL 238.84
CRANK VENT 84.84 up
JACKSHAFT 53.48 up
BELT DRIVE
4-SPD 196.97 up
5-SPD 424.84 up
FRAMES:
RIGID 556.25 up
SOFTAIL® 614.84 up
ENGINE CASES
DELKRON 598.84
S&S 787.94 up
OIL PUMPS 132.93 up
COMPLETE 16" FRONT END KITS 1277.72 up
CHAIN DRIVE KITS 352.37 up
EXHAUST PIPES 48.94 up
S&S HEADS 798.50 up
EDELBROCK 684.84 up
MIRROR 22.96 up
DIST. 129.84
ANTI VIBE FOOT PEGS 19.43 up
FXST SHOCKS 227.84 up
COMPLETE KIT BIKES 8615.00 up
5-STUD
BARE 33.94
COMPLETE 65.94
1 YEAR WARRANTY
RISERS 24.94
T-BAGS 83.79 up
JIM'S BIG AXLE
HYDRO-SOLID 49.84
STAINLESS OIL LINES 34.89 up
COMPLETE MOTORS
80" EVO 3395.00
96" S&S 4295.00
100" CCI 4398.00
113" S&S 4795.00
FXWG SPEEDO KIT 66.56 up
CHROME SHOCKS 76.34 up
MARKER LITES 29.84 up
SPEEDOMETERS 39.94 up
FOWARD CONTROLS BILLET W/M-CYL. 325.12 up
BATTERIES
SEALED "GEL" 59.94
"GEL" BIG BORE 109.94
"GEL" 540 amp 148.84
1 YR WARRANTY
DASH KITS 79.94 up
GMA BILLET CALIPERS 178.84 up
WIDE 41mm FORKS
POLISHED LEGS 424.84
CHROME LEGS 594.84
WITH CHROME BILLET TREES & LOWER LEGS (shown) 694.84
4-SPEED GEARBOX 798.00
PREDATOR® 4-SPEED 1188.00 up
5-SPEED 888.00
5/4 SPEED 1498.00
6-SPEED 1688.00
6/4 SPEED 2698.00
CYLINDER 76.94 ea.
S&S CYL. 388.50 pr.
FATBOB® GAS TANKS:
SPORTSTER® 178.94 up
B/T EARLY 85.94 up
FLAT SIDE 98.84 up
STRETCHED 134.94 up
REG/RECT 33.84 up
ACCEL 58.84 up
BENDIX 14.84
H-BAR CONTROL KITS
1972-81 72.94 up
1982-95 139.84 up
1996-UP 139.84 up
WIDE 180/230 FRAME KITS
RIGID 624.00 up
SWINGARM 1047.84 up
SOFTAIL® 200 WIDE 968.00 up
SOFTAIL® 230 WIDE 1997.84 up
FORK LOWERING SPRING KIT 78.94
SEAT PIN 6.94 up
SOFTAIL REAR LOWERING KIT 58.94 up
1 PC. STRETCHED TANKS 214.84 up
H-BAR M/CYL. 39.94 up
WIRING HARNESS KIT 43.35 up
M-6 CHAIN TENSIONER 64.94 up
HEADLIGHTS 19.94 up
BALANCE MASTER 49.94 up
TRANS. PULLEY 48.84 up
PULLEY COVER 19.47 up
NARROW GUIDE TO WIDE GUIDE® CONVERSION KITS 298.84 up
COMPLETE 21" FRONT END KITS 1196.71
YOST POWER TUBE 28.94 up
FLATSIDE TANK MOUNT KIT 26.84 up
CHROME PETCOCK 13.79 up
1200cc EVO XL CYL. & PISTON KIT 268.84
EASY PULL CLUTCH KIT 8.40 up
HORN 12.84 up
ALTERNATOR ROTOR KIT 69.94 up
MAGNETIC OIL FILTERS 7.19 up
SPRINGER 698.50 up
W/SHOCK 1098.50 up
HEAD CUP 8.94 ea.
CHROME TREES
STEEL 149.01 up
BILLET 198.84 up
EXHAUST POWER CONES 24.49
DUAL DISC CALIPERS 183.94 pr. up
TOMBSTONE TAIL LIGHT 21.94
LED CONV. KITS 79.94
STOCK TAIL LIGHT 21.94 up
CATEYE TAIL LIGHT 12.94 up
CRANE ROLLER ROCKERS - SET of (4) 298.84 up
OIL COOLERS 99.84 up
CLUTCH HUB PULLER 22.94 up
BRAKE PADS 5.33 pr. up
FLT-FXR STABILIZER BAR 23.68 up
FLT-FXR MOTOR MOUNT 16.65 up
BARE BONES SEAT 98.94 up
WHEEL PULLEY 143.94 up
GENERATORS
BLACK 99.94
CHROME 126.94
CABLE CLAMPS 7.32 up
COIL COVERS 7.94 up
CHAIN DRIVE PRIMARY KITS 753.59 up
PRO CLUTCH 394.84 up
CHROME AXLE KITS 24.48 up
FRAME COVERS 27.94 up
TAPPET BLOCKS
SHOV 71.50 up
EVO 68.84 up
BILLET 189.84 up
3" BELT DRIVE KIT 1148.44 up
ROD SETS 133.84 up
BRAKE TEE 9.94 up
M/CYLINDER 33.94 up
CALIPERS 114.94 up
FLOOR BOARDS 33.48 up
FXST PIVOT BOLT COVERS 7.94 up
AXLE COVERS 7.61 up
TRANS. ADJUSTER 16.94 up
TRANS. MOUNT PLATE 11.33 up
STARTER MOTORS
BLACK 99.94
CHROME 109.94
FRT FENDERS 23.94 up
TIRES
C-SHIN 24.49 up
KENDA 33.62 up
MAXIS 49.84 up
AVON 54.84 up
PERELLI 69.84 up
BREATHER GEARS
STOCK 39.94 up
S&S 44.83 up
IGNITION SWITCH 16.94 up
RAIL GRIPS 14.94 up
HEADLAMP ASSY. 85.46
THROTTLE 7.98 WITH GRIPS 10.20 up
REAR FENDERS
STEEL 16.94 up
STRUTLESS 184.84
ANTI-VIBE PEGS w/HEEL STIRRUPS 58.84 up
LIGHT HOUSING 103.84
POINTS CONVERSION KIT 28.84 up
CHROME BILLET LOWER LEGS 312.94 pr.
H-BARS 14.94 up
FENDER STRUTS 38.94 pr. up
FAT BARS 69.94 up
T-BARS 49.94 up
MIRROR CLAMP 6.94 up
HEAD BOLT COVERS 23.85 up
AXLE PLATES 25.84 up
FORK TUBES 69.84 up
SPEEDOMETER
DRIVE UNIT 19.43 up
DRIVE COVER 9.59 up
SHIFTER BRACKET 19.94 up
EXHAUST SYSTEMS
SAMPSON 223.84 up
VANCE & HINES 259.84 up
PYTHON III 289.84 up
SUPER TRAPP 369.84 up
WHITE BROS 389.84 up
REAR GUARDS
BELT 19.84 up
CHAIN 28.44 up
KICK PEDAL
BLACK 7.47 up
RAIL 19.43 up
CHAPS 49.94 up
HEAVY DUTY CYL. BRACE 19.94 up
BILLET MASTER CYLINDER 88.94 up
KICK STAND KIT WITH MOUNT 29.94 up 38.84 up
THUNDER JET 44.84 up
MINI GAUGES 29.84 up
FOWARD CONTROLS
CHROMED BT-XL 69.94 up
EVO XL 1986-UP 214.84 up
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TIMOTHY DISINGER'S SCOOTER SCULPTURES

TITANIUM TWO-WHEELERS

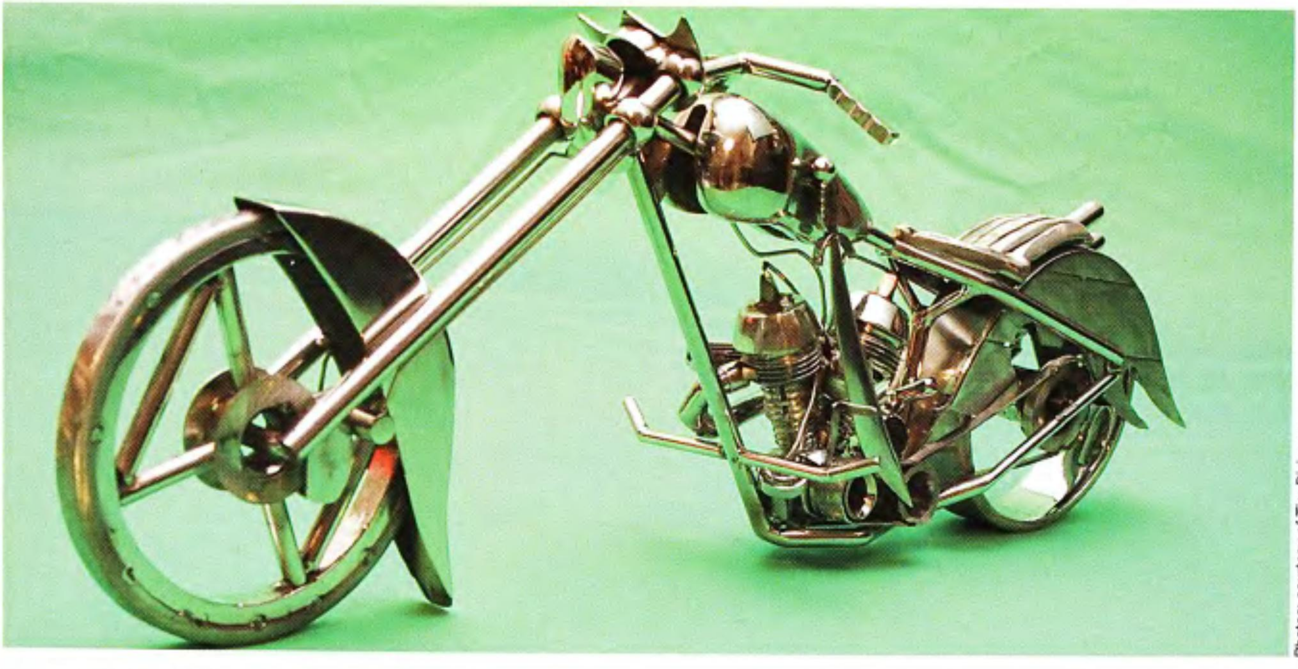
You've no doubt seen many different miniature motorcycles come down the pike, from detailed scale replicas of Harley-Davidsons by the Franklin Mint, to antique cast iron toy bikes, but the minibikes seen here are a rare breed indeed. You see, these moto-sculptures are made out of the two most expensive structural metals in the world—Inconel and titanium. The use of these alloys makes the motorcycle sculptures you're looking at virtually indestructible.

Indeed, these impervious putts are noncorrosive, high-temperature resistant and extremely hard. The pieces of the miniatures that look like chrome are actually Inconel. These pieces are not "plated," rather, they are made of a solid

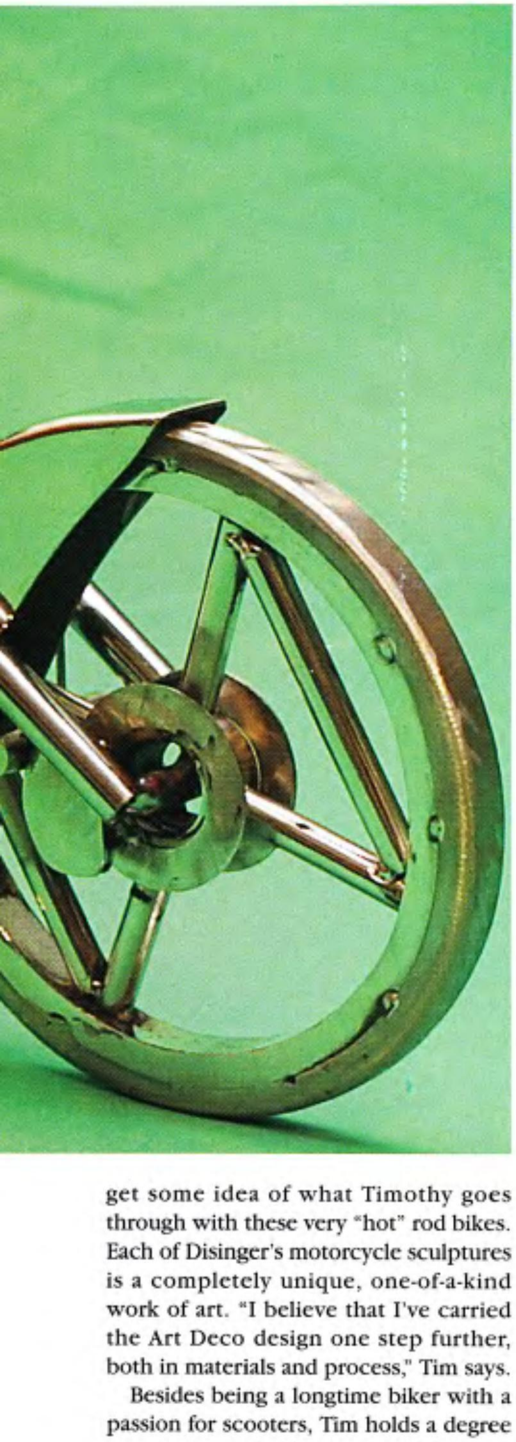
material, which has been polished to a lustrous gleam. The pieces, which have a rainbow effect in the metal, are made from titanium. Both of these metals are capable of withstanding nature's forces including ultraviolet light.

Due to the very high melting point of these metals, they can't be "cast" in the traditional method. Instead, sculptor Timothy A. Disinger of Sand Springs, Oklahoma, hand-welds them together using a heli-arc (T.I.G.) welding process. With nothing more than a torch and welding rod, Timothy shapes the pieces in a method that is very similar to the age-old process of glass blowing.

If you've ever seen someone blowing molten glass into amazing shapes, you



Photos: courtesy of Tim Disinger



get some idea of what Timothy goes through with these very "hot" rod bikes. Each of Disinger's motorcycle sculptures is a completely unique, one-of-a-kind work of art. "I believe that I've carried the Art Deco design one step further, both in materials and process," Tim says.

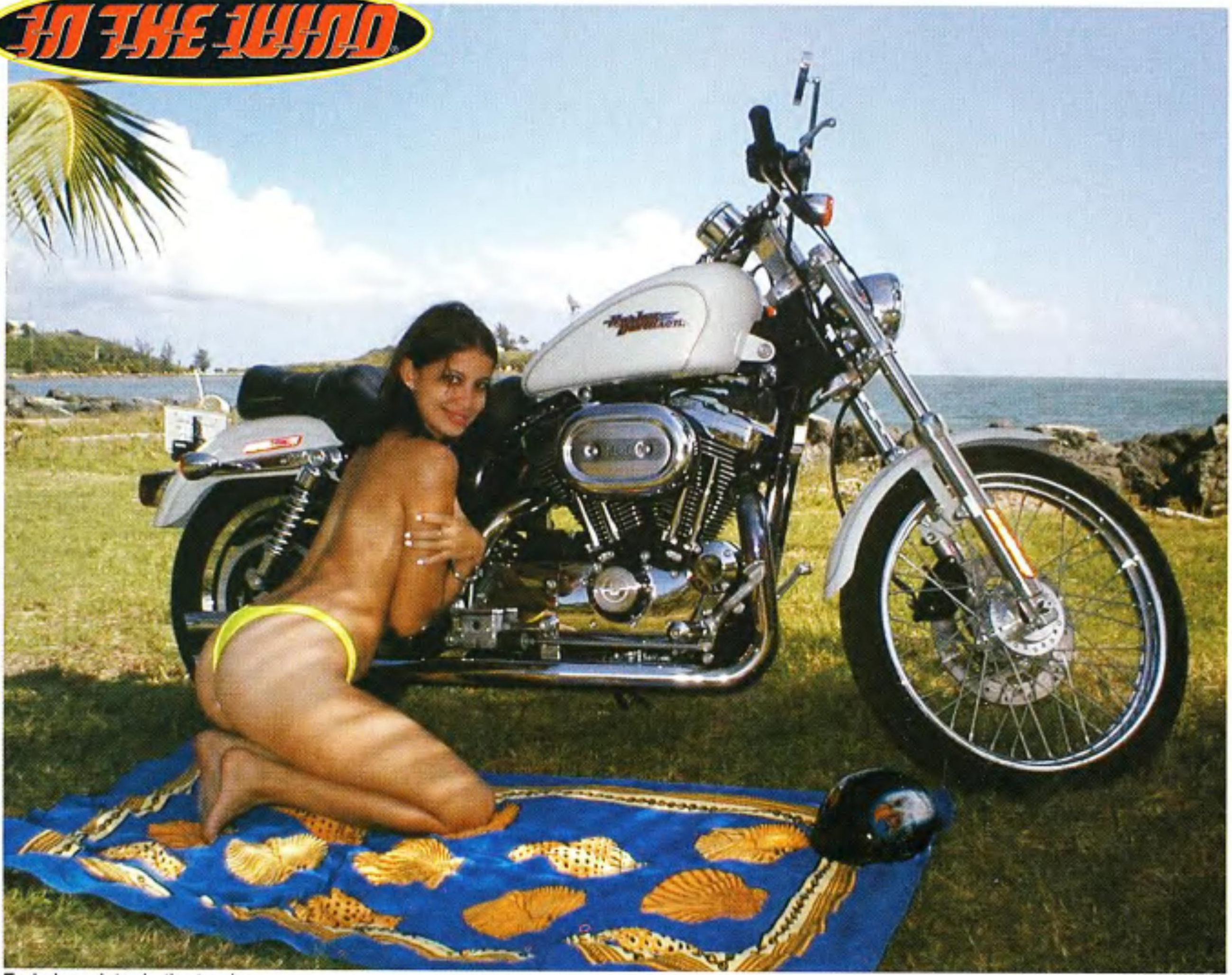
Besides being a longtime biker with a passion for scooters, Tim holds a degree in welding/metallurgical engineering and has been an aerospace T.I.G. welder. His array of sculptures run the gamut from outdoor work to fine art gallery and museum sculptures and even a line of titanium bracelets.

You may contact Tim at Single Edition Sculptures, 918-245-8856. He mentioned to us that custom orders are welcome and there is little, if anything, that this talented T.I.G. welder can't produce.

Hmm... how about a titanium chastity belt, Tim?

—Phantom

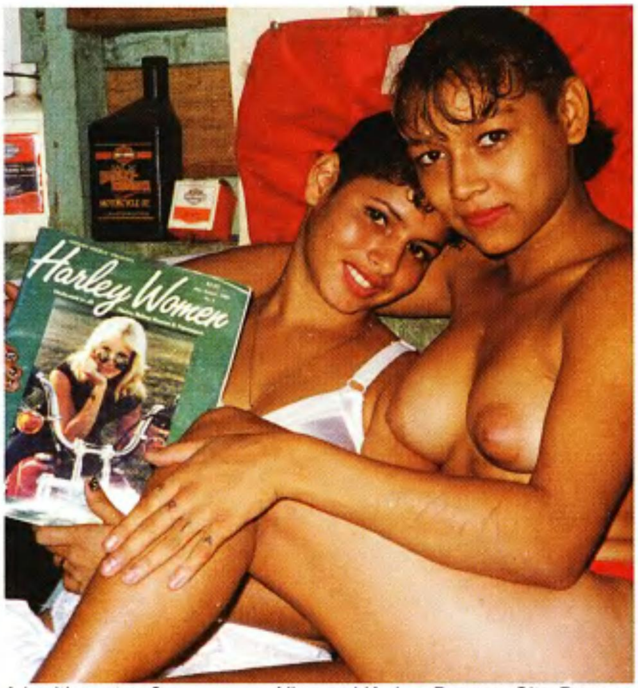
In the Wind



Enduring winter in the tropics. *—Fredie, San Juan, Puerto Rico*

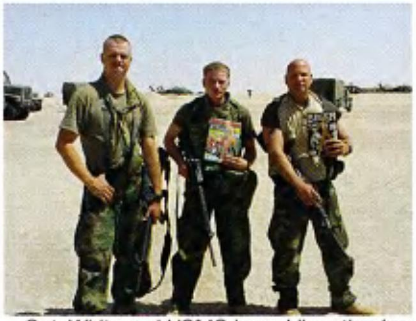
Awaiting orders. *—Lance Cpl. A.J. Pelham, USMC, Camp Pendleton, Calif.*

True hawg hound. —*Ron, Joni and Harley, Ennis, Kokomo, Ind.*



A bedtime story? —*Nina and Karina, Panama City, Panama*

—*Keith Stockton, Camel Tent, Sturgis 2002*

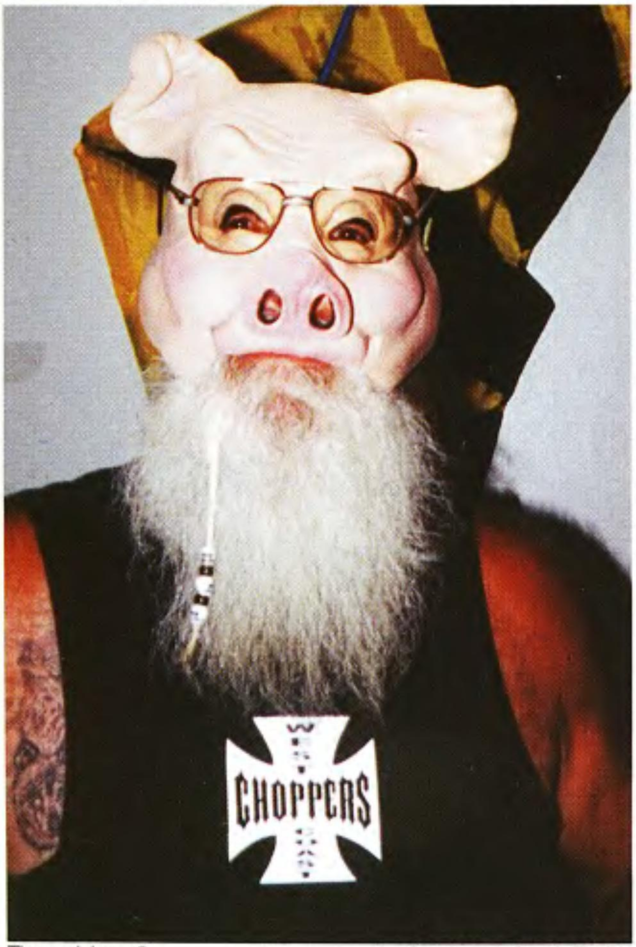


—*Sgt. White and USMC bros, Liberating Iraq*

—*Mirta Budd, Martin and Lila, Waterloo, Ind.*

David Mann tribute. Ghostrider forever! —*Collector: Preston Sumner, Carlsbad, N.M. Tattooist: George Romero. Photo by Gary Broadstreet*

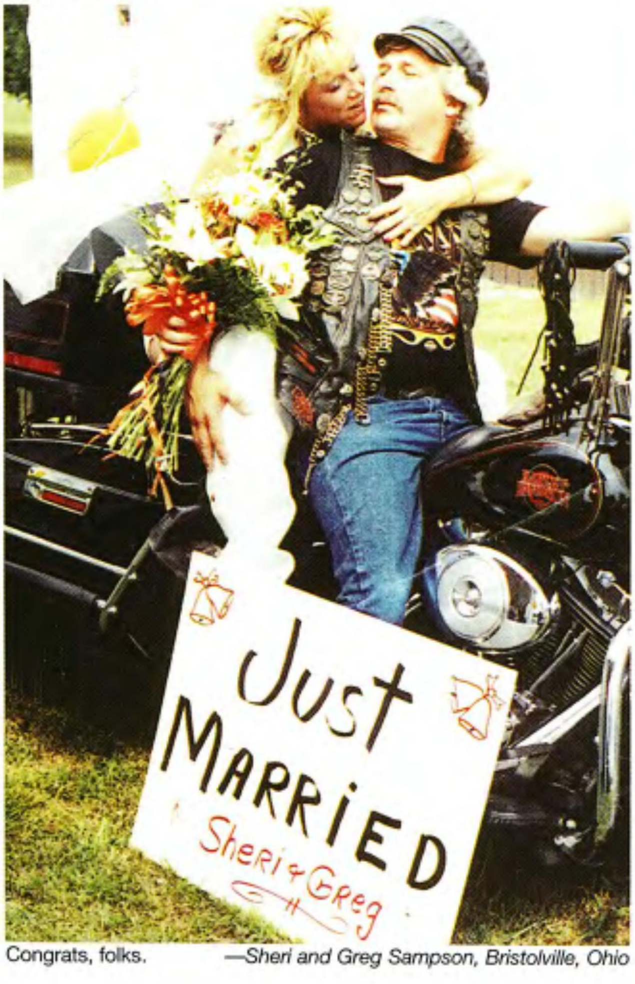
The best way to leave your wedding—to an Indian honeymoon. *—Packrat Bates, Apalachin, N.Y.*



The *real* Jesse? *—Greybeard, South Florida*

Nice beer holder(s). *—John Mooney, Brunswick, Ohio*

Peace and love? —*David Credit, Danielson, Conn.*

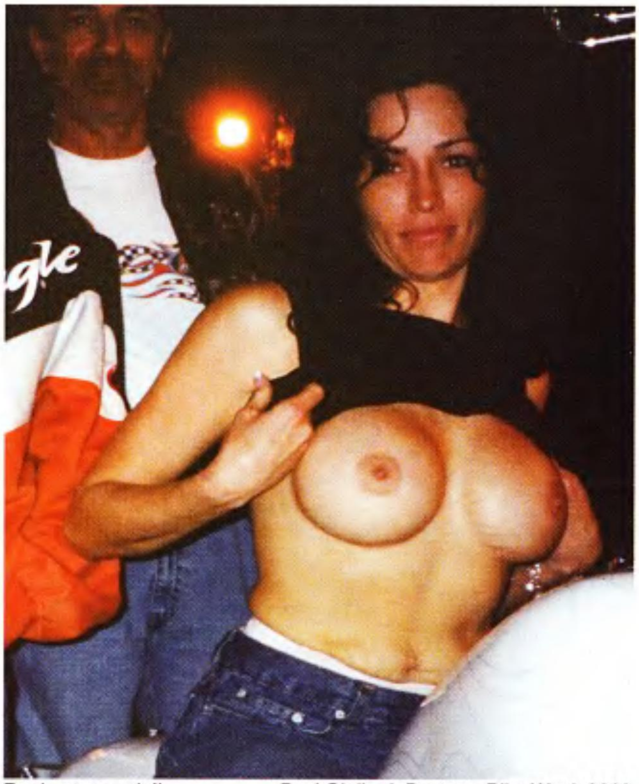


Congrats, folks. —*Sheri and Greg Sampson, Bristolville, Ohio*

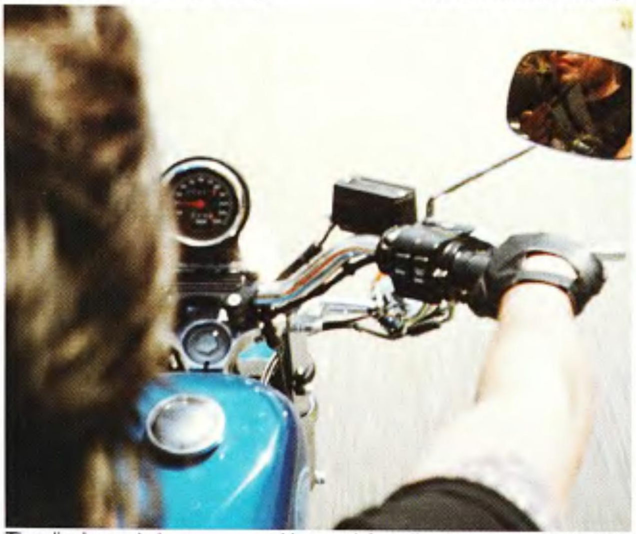
Burstin' with patriotism. —*Denis Destrempes, Laconia, N.H.*

Santa's helpers. *—Ron Dean, Nevada County Toy Run 2002*

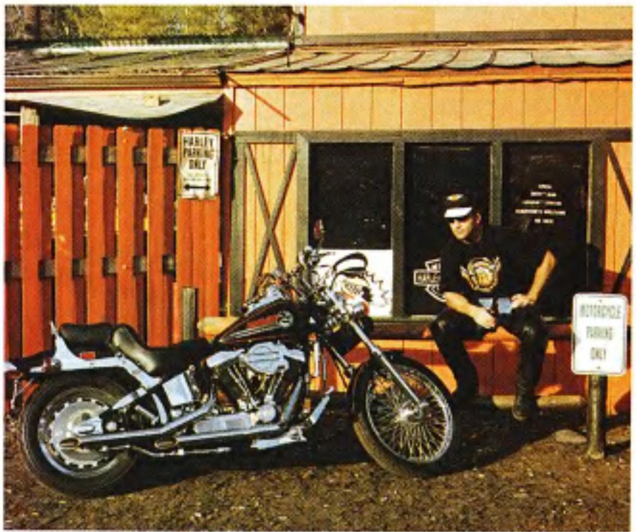
The Bridges of Harley County. *—Little Joe, Balltown, Ky.*



Boobs-a-poppin'! *—Paul Gigliotti, Daytona Bike Week 2003*



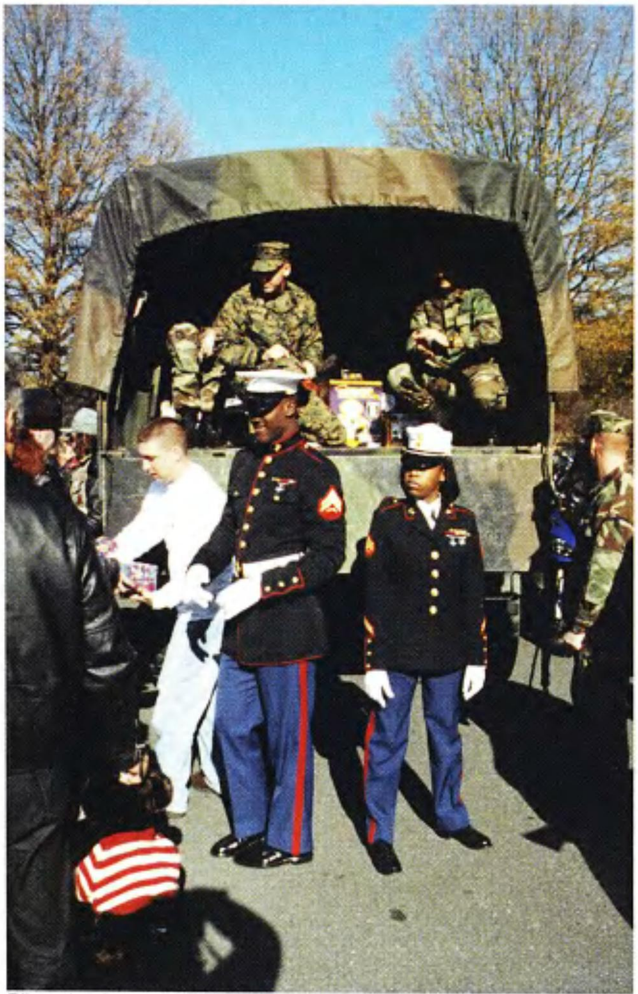
The diva's road view. *—Ugo and Annalisa Natalotto, Sicily, Italy*



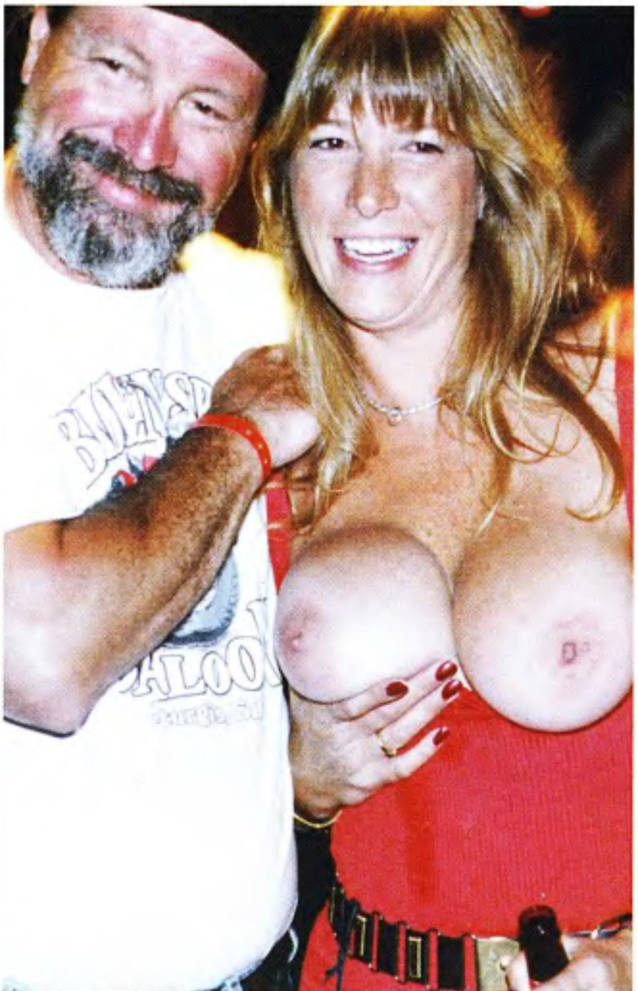
Mickey, kickin' at The Rooster. *—Camille Quartz, Jacksonville, Fla.*

A little rice with your meat and potatoes. —*Trace Searls, Umatilla, Ore.*

Howdy! —*Pistol Pete, Daytona Biketoberfest*

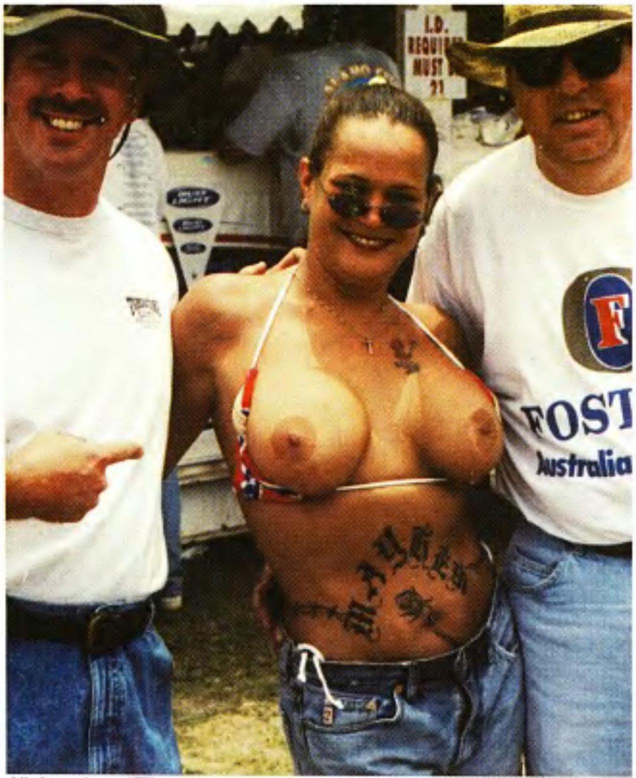


Bikers load "sleigh," USMC Toys For Tots. —*LowLife, Welcome, N.C.*



Discovery is a beautiful thing. —*Jeff Seymour, Benton, Ill.*

Nice-lookin' biker family from Fort Slaughterdale. —*Katmandu, Fort Lauderdale, Fla.*



All-American "T"... —*Jay McDonald, Gulfport Blowout, Miss.*

... 'n' "A," *Easyriders*-style. —*Chuck, Harley Rendezvous 2002*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

"I just don't get it. There goes my neighbor and he started cleaning his bike after I did. He's got a clean bike and I'm not even half finished. What gives?"

Poor Larry. Trying to clean his bike the clumsy, old fashion way. Too bad he hasn't found out about S100® Total Cycle Cleaner, the product Rider Magazine called "*the revolution for the Saturday morning wash*". Spray it on, touch the heavy dirt with a sponge, hose if off and you're done in about 15 minutes. Factory approved and supplied to leading motorcycle manufacturers for over a decade. Ask a friend. He'll tell you that S100 is the secret to getting in more riding time this year! Available from your Harley-Davidson® Dealer.

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LUCKY'S CHOPPERS BUILDS A BIKE WITH SPIRIT

Gray Ghost

Seattle has the Space Needle, a rainforest climate, and Lucky's Choppers, but not necessarily listed in that order in the Chamber of Commerce brochure. Anyway, your average custom bike tourist wouldn't be knocking at the shop's door unless they're looking for some attitude on the nasty side of two wheels.

For the last four years or so, a 25-year-old bike builder by the name of AJ has been building badass choppers, hammering out the unique gas tanks and picking the hottest components from the coolest parts bins across the country.

He's actually a SoCal transplant but don't say it too loud in Seattle. Word has it that, not too long ago, there was a bounty on Californians muscling in on Washington's landscape in their effort to escape the rat race and move to calmer waters. In any case AJ sold his personal ride, a special piece built by Florida's Billy Lane of Choppers Inc. to get the ballgame rolling. The bike basically made the down payment on his new shop in the Georgetown section of Seattle.

The Merch-motored bit of mayhem seen here in fact carries several Billy Lane parts including the frame, six-gun risers, grips, brake plate, rear wheel, taillight, and air cleaner. But the attitude is pure Lucky's Choppers.

The shop's name refers to AJ's nickname, given to him by his mother because as a kid he was always going out having fun and getting into trouble. His buddies at the shop say he also has a steady streak of luck when it comes to games of chance.

But it was no luck of the draw in this case since the "Gray Ghost" came into being when a repeat customer by the name of Jim wanted a new ride, something with more teeth and capable of taking a bigger bite out of the pavement, in this case a 100-inch Merch engine and a 240 rear tire.

Regarding the trick 14-guage steel tank and the tire-hugging fenders, AJ explains, "We make everything in house. We don't press any tank, each one is custom hand-hammered to customer specs. We're also doing the pipes for each bike, again each set is a one-off unique to that project.

As for the fenders, we have our own

dies, and make up 20-30 a month as we're getting more into the manufacturing aspect of bike building. We also try to use a lot of parts from friends while we focus on the sheet metal. We stick mostly to 250-tire style chopper frames and have used a lot of Paul Yaffe and Diamond Chassis, and I particularly like the hardtails myself. We've taken other frames and widened them out to accept 230 tires before anyone was making 230 frames.

People even bring in Softail frames and

AJ tells us that the bike's owner built the Gray Ghost to ride and ride it he does. He's so pleased with the whole project, he's already got another frame and Merch motor and plans are afoot to design and build another Lucky's Chopper to share garage space with the Gray Ghost. As for AJ, he's building himself a little 4-speed, kickstart bike with a '76 shovelhead motor to shove around Seattle.

For more info call Lucky's Choppers at 206-767-6000. *—Paul Garson*

we can run with them, too. We try to run more high-end parts, like we stick with PM, those guys make a good product. And this bike's also got a Ness front end and a JIMS gearbox."

Asked what he liked most about building the Gray Ghost, AJ says, "The most fun part was the end result. It's just a mean bike with a real low profile and fun to ride. In the photos, it looks a lot taller than it is. We built the rear fender to sit right on the tire, maybe a 1/4- inch off the treads."

Owner: ....AJ
City: .... Seattle, Washington
Designer: ....Lucky's Choppers

General

Fabrication: ......Lucky's Choppers
Year and make: ....2002 Custom
Model: ....Special Construction
Assembly: ....Lucky's Choppers
Time: ....whatever it takes
Chroming: ....Show Quality Metal Finishing

Engine

Year: 2002
Model: ....Merch
Rebuilder: ....Big Jim
Ignition: ....Crane
Displacement: ....120 cubic inches
Lower end: ....Merch
Balancing: ....Big Jim
Pistons: ....Merch
Heads: ....Merch
Cam: ....Merch
Carb(s): ....S&S E
Air cleaner: ....Choppers Inc.
Pipes: ....Lucky's Choppers
Mufflers: ....you're kidding

Transmission

Year: ....JIMS
Modifications: ....shiny
Shifting: 5-speed

Painting

Painter: ....Kevin
Color/Type: ....modified pewter gray
Type: ....House of Kolors
Special paint: ....ghost flames

Frame

Year: ....2001 Choppers Inc.
Builder: ....Billy Lane
Type: ....hardtail
Rake: ....42 degrees
Stretch: ....4 inches
Shocks: ....shocking to ride
Modifications: ....Lucky's special touch

Accessories

Bars: ....el cheapo
Risers: ....Choppers Inc.
Handlebar controls: ....PM
Fenders: ....Lucky's Choppers
Headlight: ....Headwinds
Taillight: ....Choppers Inc.
Speedo: ....no, bathing suit
Front pegs: ......Lucky's Choppers
Electrics: ....Lucky's Choppers
Gas tank: ....Lucky's Choppers
Oil tank: ....el cheapo/modified
Oil system: ..Lucky's Choppers
Seat: ....Rich's
Sissybar: ....nope
Mirrors: ....in the bathroom
Grips: ....Chopper's Inc.

Forks

Type: ....wide glide-style
Extension: ....of course
Builder: ....Ness
Special features: ....modified by Lucky's

Wheels

Front

Size: ....21 inches
Wheel: ....80-spoke American Wheel
Tire: ....Metzeler
Brake: ......Performance Machine

Rear

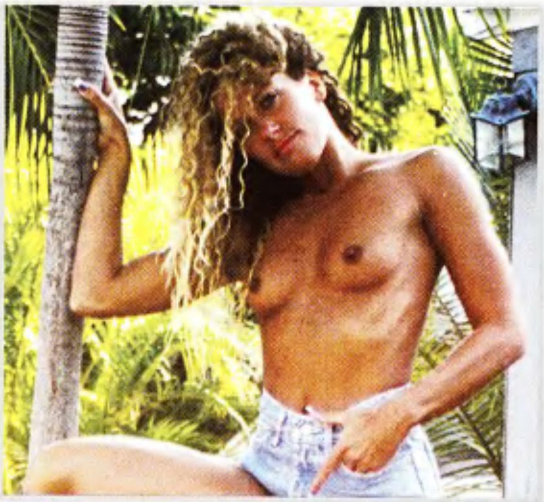
Size: ....240 series
Wheel: ....80-spoke Choppers Inc.
Tire: ....Metzeler
Brake: ....Performance Machine
Photographer: ......James Warren

FoxHunt

Meet February's Winner

Your February Fox Hunt winner, Adrian, is a little Bella Donna from from up in NorCal. In fact, although she hails from the same part of the state Winona Ryder is famous for, the only thing this little lass stole was our was a few hearts during her photo shoot with our northern ace-in-the-hole, Mike Chase. Adrian was, literally, busting out all over (you actually thought we wouldn't go there?) during her shoot with Dante DePaola's, DD Custom Cycles Special Construction. Hell, we thought it came out so good we couldn't wait to show it all to ya, so ya probably have already seen it before ya came to this page. If not—and I'm not sure how you could have missed those wonderous headlights—flip back to Page 56 and try again. Before ya go, however, don't forget to pick out your favorite from this month's batch of babes for the next winner. But, if you're sharin' this mag with someone else...don't get the pages sticky.

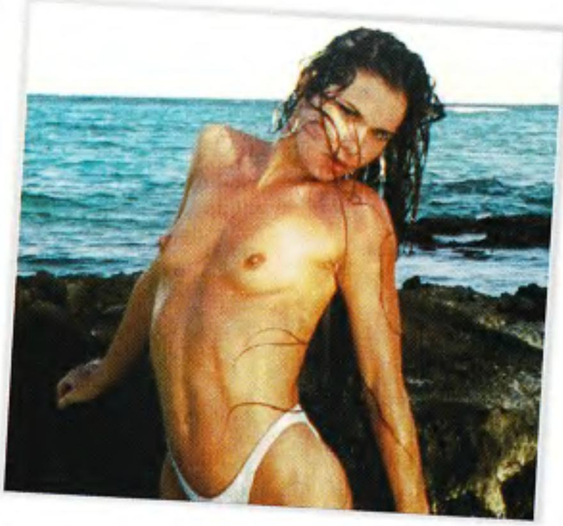
—*Johnny Queef*



Sue—Massachusettes

#701

"My first ride was on my way to a Bachelor Party. My driver gave me the ride of my life. The faster he rode, the more exited I became."



Tracy—Tennessee

#702

"It was electric, wet and wild. In fact, this photo was taken right after my ride...seriously. Now I have my own Softail."

Tania—California

#703

"It was in Hawaii behind a real stud. It was hot and I'll never forget it. What an experience."

Elish—Ireland

#704

"My first ride was on holiday in Lawzarote. It was so exhilarating, like riding a wild stallion bareback."

Kim—Connecticut

#705

"My first ride was with my husband on his Fatboy. After riding all day, my husband got the bike up to 100 mph all the way home, I slept the whole way home."

Lori—Ohio

#706

"My first ride on a Harley was with a really hot guy. The vibration between my legs and the man I wrapped myself around, put me over the edge."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Easyriders, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #360 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes June 1, 2003. The voting deadline for this month's crop of cuties is June 30, 20031. We'll announce the winner in the November 2003 issue.

Here she is, your March 2003 monthly Fox Hunt winner, Paula, Number 303, from Hartford Connecticut. Come back next month and see a lot more of her next issue.

361

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

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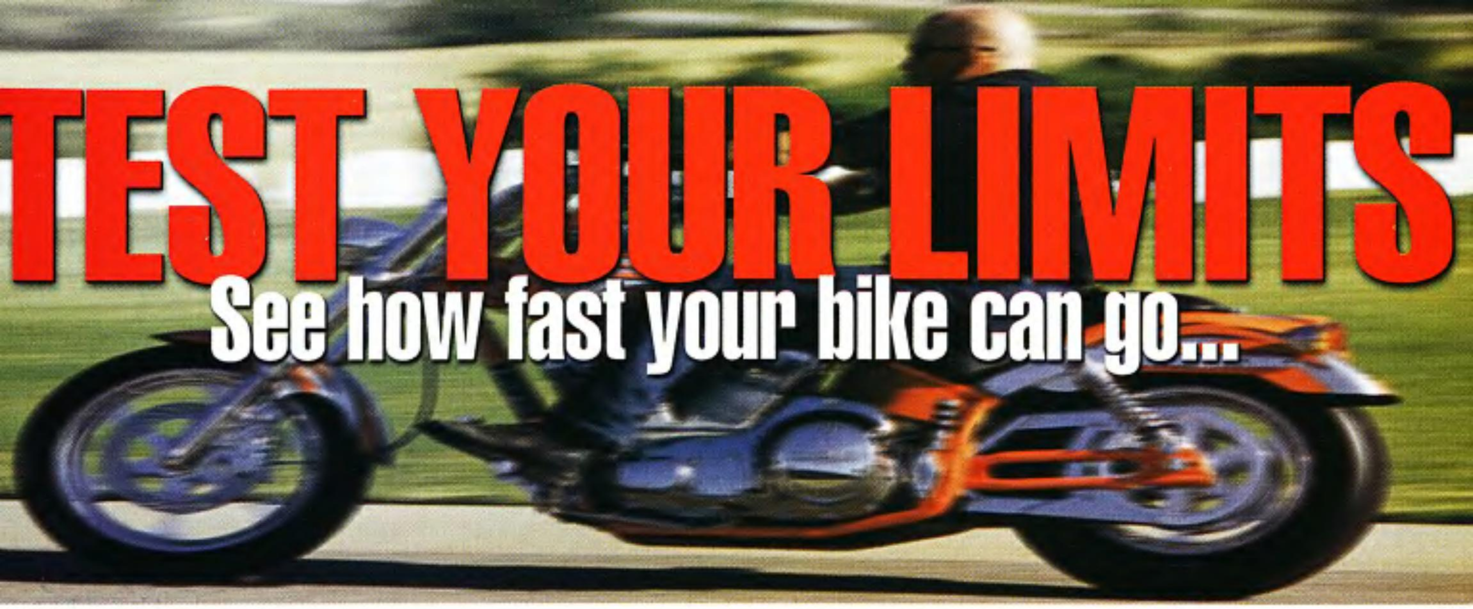
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone ( ) __________ Evening Phone ( ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



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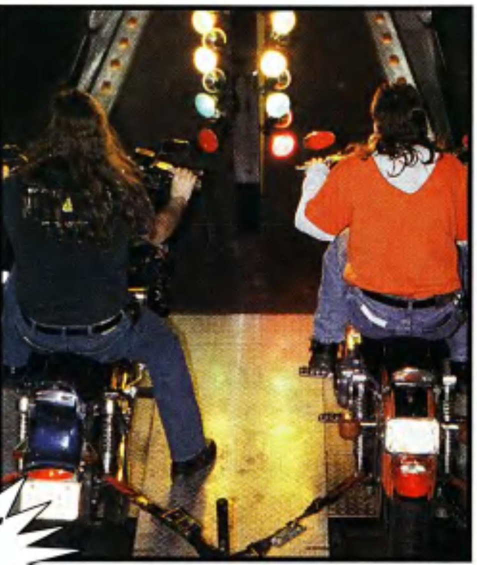

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2/22	2nd Annual V-Twin Dyno-Drags - Ohio Expo Center, Columbus, OH
2/28-3/9	Bike Week - Daytona Beach, FL
3/15-3/16	Mancuso H-D - Crossroad Park Dr., Houston, TX
3/28	Specialties Motorsports - Bluffton, SC
3/21-3/23	Charlotte Honda - Charlotte, NC
4/4-4/6	Thunder Mountain HD - Ft. Collins, CO
4/11-4/13	Las Vegas H-D - Las Vegas, NV
4/18-4/20	Open
4/23-4/27	Laughlin River Run - Laughlin, NV
5/3	American Eagle H-D - Corinth, TX
5/9-5/11	Bergen County H-D - Rochelle Park, NJ
5/14-5/18	Crazy Horse - N. Myrtle Beach, SC
5/23-5/25	Freedom Rally - Evanston, WY
5/30-6/1	Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7	Milwaukee Rally - Milwaukee, WI
6/11-6/15	Bike Week - Laconia, NH
6/20-6/22	Gutterridge H-D - Danville, IL
6/27-6/28	Dave Stock H-D - Manitowoc, WI
7/4-7/6	Knoxvillle H-D & Buell - Knoxville, TN
7/11-7/12	Roeder H-D - Monroeville, OH
7/18-7/20	Overtuff Powersports - Springfield,IL
7/24-7/26	Honda Homecoming - Marysville, OH
8/1-8/3	Gerencer H-D - Elkhart, IN
8/6/-8/10	Full Throttle Saloon - Sturgis, SD
8/15-8/17	Las Vegas H-D - Las Vegas, NV
8/22-8/31	Harley's 100th Anniversary - Hal's H-D New Berlin, WI
9/5-9/7	Loess Hills Rally - Council Bluff, IA
9/11-9/14	Delmarva Bike Week - Ocean City, MD
9/19-9/21	Southern Tier H-D - Binghamton, NY
9/26-9/27	Sauk Prairie H-D - Sauk City, WI
10/3-10/5	San Jose H-D - San Jose, CA
10/11	Jim's H-D - St. Petersburg, FL
10/15-10/19	Biketoberfest - Daytona Beach, FL
10/24-10/26	Liberty H-D - Akron, OH
10/31-11/2	Specialties Motorsports - Bluffton, SC
11/8	Stone Mountain H-D - Lilburn,GA
11/14-11/16	Open
11/21-11/23	Open
11/29-12/1	Open
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12/7	Ft. Lauderdale Toy Run - Florida

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IT'S THE HEIGHT OF '70S COOL, AND IT'S BRAND-NEW

Flashback Sportster

A guy by the name of Dave Scholten up in Corsica, South Dakota, gets the credit for kicking this time machine into gear. Brian Klock of Klock Werks Kustoms in nearby Mitchell, South Dakota, made it all happen, though, and here's how this brand-new, '70s-style Sportster chopper came to be.

See, Dave and his family are regulars at the Klock Werks. Brian's already done up a couple custom baggers for Dave and his wife (who, by the way, rides the wheels off those things, rolling up 20,000 miles every summer). Well, one afternoon Dave comes wandering in carrying a stack of ancient '60s and '70s bike mags, and he's pointing out all the cool-looking Sportster choppers filling the pages. Yeah, once upon a time Sportster choppers really were the hot deal. Anyway, he's all excited and he's telling Brian, "We need one of these, it would be the perfect father/son project bike for me and Brandon," Brandon, of course, being Dave's kid.

Now, Brian Klock's no stranger to Sportsters. "As a matter of fact," he says, "Mitchell, South Dakota, must be the Sportster capital of the world. There are more Sportsters running around these

streets than I've seen anywhere else, and everybody's customizing them and making them really fast. We've been doing a lot of that kind of work lately," he goes on, "making us sort of the 'Sportster Kings' of the area."

Even so, Brian didn't have a clue where to start with a classic Sportster chopper like Dave was asking for. Like what to do for a frame, for instance. Besides looking the part, this bike had to be a genuine runner, a motorcycle that could be ridden anywhere (remember all those miles the Scholtens rack up?). Obviously, it couldn't be a rigid.

Brian turned to Marc Rowe in New Hampshire for some help, a guy who he'd worked with in the past and who made slick little rubber-mount Sportster frames. Bryan sent Marc some sketches of what he had in mind, and Marc told him to "give me a few weeks to think about this."

What Marc shipped out was exactly what was needed. He'd modified one of his rubber-mount Sportster frames into the perfect chopper platform. Little wonder it turned out so well.

When Brian unwrapped the new frame, taped onto the neck was a copy of

a photograph of Marc's own personal Sportster chopper from 1969. This frame, the one Brian had drawn up and Marc had just fabricated, was almost a duplicate to that bike of 33 years ago.

Brian changed the rear fender struts, worked a little on the kickstand mount, and he made up a custom oil bag. That done, he was off and running. He bought a brand-new, bone-stock 1200 motor right from Harley-Davidson and slipped it into place. Up front he used a set of Harley Deuce legs, 10 over, with his own Dakota billet flush-mount axle. Old-style Performance Machine spoke wheels, the last chromed set PM offered, went on with a 180 Metzeler on the rear. Brian fit a fork brace inside a WCC Diablo front fender, and did a little slicing and dicing on a Russ Wernimont rear. The gas tank is standard Sportster, but of course Brian reworked the whole bottom side, by building a different tunnel into it and setting it lower over the backbone. Danny Gray completed the package with a retro-stitched seat. *Voila*! One old-school Sporty chopper, but totally up to date.

Brian completed the look by detailing the bike's '70s-correct burnt orange paint with ghost flames and lots of gold and silver leaf. And it works, even drawing in veteran builders like Dave Perewitz, the one-time King of Sportster choppers, for a closer look-see. He is not alone.

Anywhere this bike goes it draws a crowd, "and it's kinda funny to watch," says Brian. "People will start asking about the frame and who makes it, the pipes, the paint, and then someone in the crowd will blurt out 'Holy Christ! It's a Sportster.' It happens every time."

Needless to say, they all start asking where they can get the goodies to put together a bike like this for themselves. The answer: Klock Werks Kustoms. Surprisingly, or maybe not, when Brian started posting pictures of this frame on his Web site he began getting e-mails from all over the world, all asking for more information on Sportster chopper frames and wanting to know when they could have one of their own.

Thanks to Dave Scholten's request, Brian's found a big, hungry market out there. Before too much longer this frame, along with a whole builder's package to go with it, will become an exclusive Klock Werks offering. Brian and Marc Rowe are still sorting out a few details, from a production point of view, but hang in there because the basis for a really affordable, really good-looking chopper is right around the corner.

You can take an existing Sportster and strip it for parts, or do what Brian did here and start from scratch with a new motor from Harley-Davidson. Either way, the possibilities look good. So does the bike. Check out Brian's Web site for more info and availability dates. The address is www.klockwerkskustoms.com.

In the meantime, start digging through those old magazines, and if you don't have any, get friendly with eBay. You're gonna need some inspiration and ideas, and those old mags are packed with it. Once upon a time Sportster choppers were everywhere, and they're coming back.

—Joe Kress

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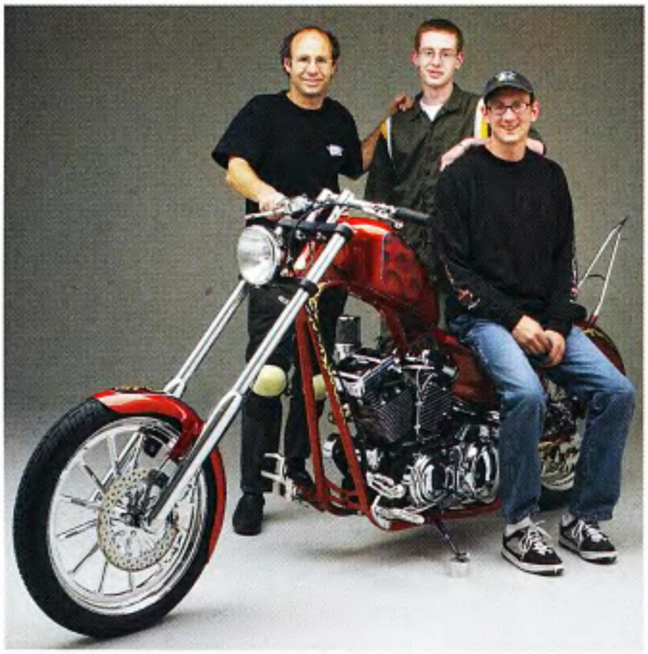
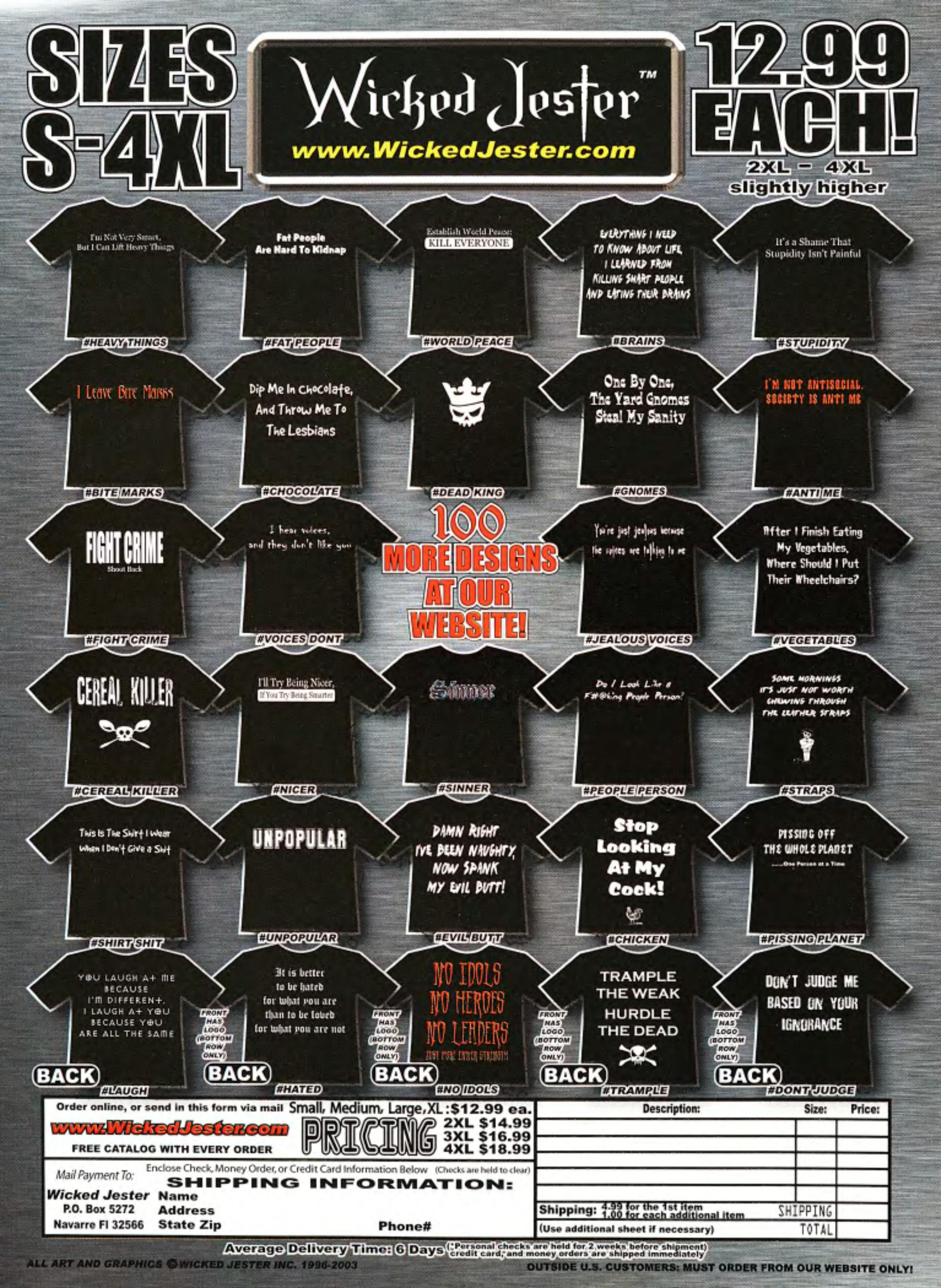


Owner: ....Brandon Scholten
City:............Corsica, South Dakota
General
Fabrication: ....Klock Werks
Year and make: ....2002 Flashback Special
Model: ....Rubber-Mount Sportster
Assembly: ....Klock Werks
Time:................................6 months
Chroming:..................Cycle Visions
Engine
Year and model: ....2001 Harley-Davidson
Ignition:....................Head Quarters
Displacement: 1200cc
Pistons: ....Harley-Davidson
Cam: ....Harley-Davidson
Carb(s):..........................Keihin CV
Air cleaner: ....custom upswept
Pipes: ....Klock Werks/Chris Weber
Transmission
Year and make: 2001/H-D
Shifting: ....foot
Wheel sprocket: ....Performance Machine, 48-tooth
Paint
Molding: ....James Mayer
Painter: James Mayer/Klock Werks
Color: ....burnt orange
Type: ....House of Kolor
Special paint: ....graphics, by John Doe
Frame
Year:..2001
Builder:....Klock Werks/Marc Rowe
Type: ....Rubber-Mount Chopper
Rake: 40-degrees
Stretch: ....6-inch up/2-inch out
Modifications: Dyna front/FXR rear
Accessories
Bars:............................Klock Werks
Risers:.......................4-inch straight
Fender(s): ....WCC/Russ Wernimont/Klock Werks
Headlight:..........................Springer
Taillight: ....Lee
Pegs: ....Performance Machine
Electrics: ....Klock Werks
Gas tank: ....Klock Werks
Oil tank: ....Klock Werks
Oil system: ....Harley-Davidson
Primary cover: ....Harley-Davidson, chromed
Seat: ....Danny Gray
Sissybar: ....Klock Werks custom
Grips:....................Harley-Davidson
Forks
Type: ....Harley-Davidson Deuce
Extension: 10-inch
Builder:........................Klock Werks
Modifications: ....6-degree triple-clamps
Wheels
Type:............Performance Machine
Size: ......21-inch front/18-inch rear
Tires: ....Metzeler
Brakes: ....Performance Machine
Photos: ....Michael Lichter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I'm Not Very Smart, But I Can Lift Heavy Things
#HEAVY THINGS
Fat People Are Hard To Kidnap
#FAT PEOPLE
Establish World Peace: KILL EVERYONE
#WORLD PEACE
EVERYTHING I NEED TO KNOW ABOUT LIFE I LEARNED FROM KILLING SMART PEOPLE AND EATING THEIR BRAINS
#BRAINS
It's a Shame That Stupidity Isn't Painful
#STUPIDITY
I Leave Bite Marks
#BITE MARKS
Dip Me In Chocolate, And Throw Me To The Lesbians
#CHOCOLATE
#DEAD KING
One By One, The Yard Gnomes Steal My Sanity
#GNOMES
I'M NOT ANTISOCIAL. SOCIETY IS ANTI ME
#ANTI ME
FIGHT CRIME
Shoot Back
#FIGHT CRIME
I hear voices, and they don't like you
#VOICES DONT
100 MORE DESIGNS AT OUR WEBSITE!
You're just jealous because the voices are talking to me
#JEALOUS VOICES
After I Finish Eating My Vegetables, Where Should I Put Their Wheelchairs?
#VEGETABLES
CEREAL KILLER
#CEREAL KILLER
I'll Try Being Nicer, If You Try Being Smarter
#NICER
Sinner
#SINNER
Do I Look Like a F#@king People Person?
#PEOPLE PERSON
SOME MORNINGS IT'S JUST NOT WORTH CHEWING THROUGH THE LEATHER STRAPS
#STRAPS
This Is The Shirt I Wear When I Don't Give a Shit
#SHIRT SHIT
UNPOPULAR
#UNPOPULAR
DAMN RIGHT I'VE BEEN NAUGHTY, NOW SPANK MY EVIL BUTT!
#EVIL BUTT
Stop Looking At My Cock!
#CHICKEN
PISSING OFF THE WHOLE PLANET
....One Person at a Time
#PISSING PLANET
YOU LAUGH AT ME BECAUSE I'M DIFFERENT. I LAUGH AT YOU BECAUSE YOU ARE ALL THE SAME
BACK
#LAUGH
FRONT HAS LOGO (BOTTOM ROW ONLY)
It is better to be hated for what you are than to be loved for what you are not
BACK
#HATED
NO IDOLS NO HEROES NO LEADERS
BACK
#NO IDOLS
TRAMPLE THE WEAK HURDLE THE DEAD
BACK
#TRAMPLE
DON'T JUDGE ME BASED ON YOUR IGNORANCE
BACK
#DONT JUDGE
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180112 -Large (15" x 4")
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Was $2.50 *Now Only* $0.95*

B. ZAP DRAGON SHIRT
Here is a shirt straight out of a tattoo parlor. The dragon design is tattoo inspired. Today's look and this great price make it a steal!
1735 Sizes MD, LG, XL, XX, XXX
Was $34.95 *Now Only* $18.00*

C. HAWAIIAN SHIRT
A motorcycle Hawaiian print shirt? Yes, and it's made of 100% cotton and has an open pocket on the left chest.
7306 Sizes MD, LG, XX, XXX
Was $49.99 *Now Only* $18.95*

D. LADIES HAWAIIAN SHIRT
Hey, why should the men have all he fun? This shirt mades a great conversation piece and it's Hawaiian-motorcycle pattern is unique and will set you apart from the crowd.
7321 Sizes SM, MD, LG, XL
Was $29.95 *Now Only* $13.95*

E. NO COLLAR DRESS SHIRT
This is no traditional dress shirt. With its unconventional style, it says you can do your own thing. Subtle embroidery all over and color on color embroidered bikes decorate the button area. Available in two colors.
9152 Black • 9159 White
Sizes MD, LG, XL, XX, XXX
Was $39.95 *Now Only* $13.95*

F. EASYRIDERS SKULL LOGO CAP
This gray baseball cap features a snap closure at the back and a richly embroidered original skull logo on the front.
300357 Was $19.95 *Now Only* $5.95*

G. SPAGHETTI BANDANNA TOP
Tried and true bandanna print sets the pattern for 4092 Red • 4090 Black • 4091 Navy
Sizes SM, MD, LG, XL
Was $19.95 *Now Only* $6.95*

H. SPAGHETTI TOP
This top gives new meaning to "hanging by a thread." It is made of cotton with elastic running through to give it that puckered look. It's a perfect top for a bright sunny day or warm evening.
3960 Black • 3961 White • 3962 Red
Sizes SM, MD, LG, XL
Was $16.95 *Now Only* $4.95*

I. BUTTON UP HALTER
Well, if it worded for Marilyn Monroe it can work for you. This is one of the most flattering looks in ladies tops. The added bare back with ties makes it feel like a custom fit.
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Sizes SM, MD, LG, XL
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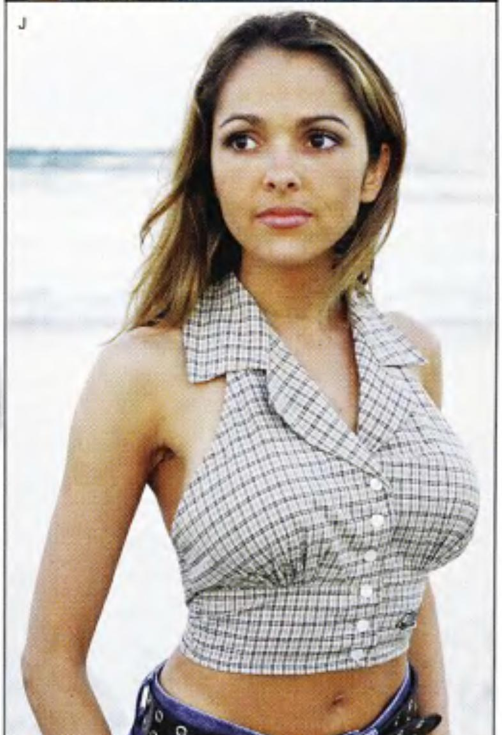
J. PLAID HALTER TOP
This comfortable halter has every feature to enhance your figure. It is made of 100% cotton and it is machine washable. We think it's a wardrobe winner.
3950 Sizes SM, MD, LG, XL
Was $24.95 *Now Only* $6.95*

G

H

J



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Custom Insurance

IT'S GONNA COST HOW MUCH?

Last month, we talked about getting your new custom bike registered. Now, we're gonna go a step further and talk about insurance. Naturally, requirements and restrictions are going to vary from state to state. As are policies and types of coverage you can expect to find. Insurance companies classify your motorcycle as a "luxury item," meaning non-essential transportation. That's why when you're searching for insurance, as well as looking at many laws aimed at motorcycles, you'll find marine vessels in the same categories. Insurance folks do not look at your bike the same way you do. To them it's a liability, not an asset. What follows is a true story involving the insurance nightmare one builder encountered. And, afterwards, some suggestions on making it easier.

This particular person, we'll call him Johnny, purchased a bike from a manufacturer who had all the certifications except his EPA—which meant he could not register the bike in California. After some heated arguments with various government officials, he got his bike registered and was ready to insure it. Now came the real hassle. Although the bike was built and licensed from the manufacturer (VIN, DOT, all that good stuff) many insurance companies refused to insure the bike for several reasons: First, the manufacturer "hadn't been in business long enough for there to be any significant turnover in their bikes." Meaning: There's no way to establish what the bike's worth without losing our shirts if we have to pay off on it. Second, "This bike has too long of a front end and appears dangerous to operate." Meaning: Because we can't ride it, neither can you. Third—and our all-time favorite—"This bike appears to be a show bike, which means it's a higher liability factor to us." Meaning: Your bike draws unwanted attention. Someone's gonna steal it, then we're gonna have to pay for it.

Remember that value you declared at the DMV when you registered the bike? Now if you bought it straight from the builder, it's no hassle, since you had a bill of sale. If you declared your own value, now it's gonna come back and bite ya on the ass. You gave DMV a low number hoping to save yourself some money on the fees. Well, now you have to use that same number when insuring your bike. You can't register the bike for $12,000 and insure it for $40,000. Ya can, but I'm not going to get into the middle of all the fraud paperwork that goes along with it. Getting an insurance company to insure this thing is a whole other story. Just to plug our own company a little, the BROS Club (800-547-2767) does insure many special construction bikes, however, most will not. Oh they will, but not with a price that makes it worth your while.

Now the insurance company is going to require photos of this bike. For your OWN insurance, take lots of photos. Get detail shots of everything. Make them good, clear and in focus. Now keep those photos along with ALL your original paperwork and receipts somewhere safe like a safe deposit box. In case of damage, theft, or other type of loss, all of that is going to be a factor in getting back your money. If it's a special construction, most insurance companies will only insure the bike for the minimum liability requirements. They will not insure it for theft or damage. Now, back to that declared value. Many insurance companies do not have any idea what your bike is worth and they are going to ask you to get it appraised. Gee, all of a sudden your bike is worth $1 million dollars. Guess what? That's not gonna work. Get an honest appraisal, because later on, the insurance company is gonna want to question it if they insured it for a loss. Deal with someone familiar with custom bikes. Your local Harley dealer may work, but a custom shop in your area will do just as well.

Most insurance companies have Web sites. On those sites, many will tell you what bike models they will insure for "full coverage." So, with that in mind, let's get back to our story.

Johnny did some searching and found that GEICO-Direct had an underwriter called Cycle Guard that promised full-coverage insurance. All the details were discussed and an amount of worth was accepted, photos submitted, and GEICO happily took his money.

A couple of months later Johnny got a letter from GEICO. GEICO had cancelled his policy, refunded what was left of his policy and then notified the DMV of the cancellation. And, unless Johnny could produce it, he had no other insurance.

Furious, Johnny contacted GEICO—several times. They finally returned his calls, but, of course, only after the deadline had expired. GEICO told Johnny, "We were unable to come up with an accurate rate for your model of bike. Also, GEICO has decided not to write policies for those types of motorcycles any longer, and is canceling your policy."

Remember, I did say this was a true story. They were quick to come up with an amount when they wanted his business, but now could not find an accurate rate? Johnny was able to get insurance from another company, but this time it would be only for liability. No payday if it got stolen or destroyed.

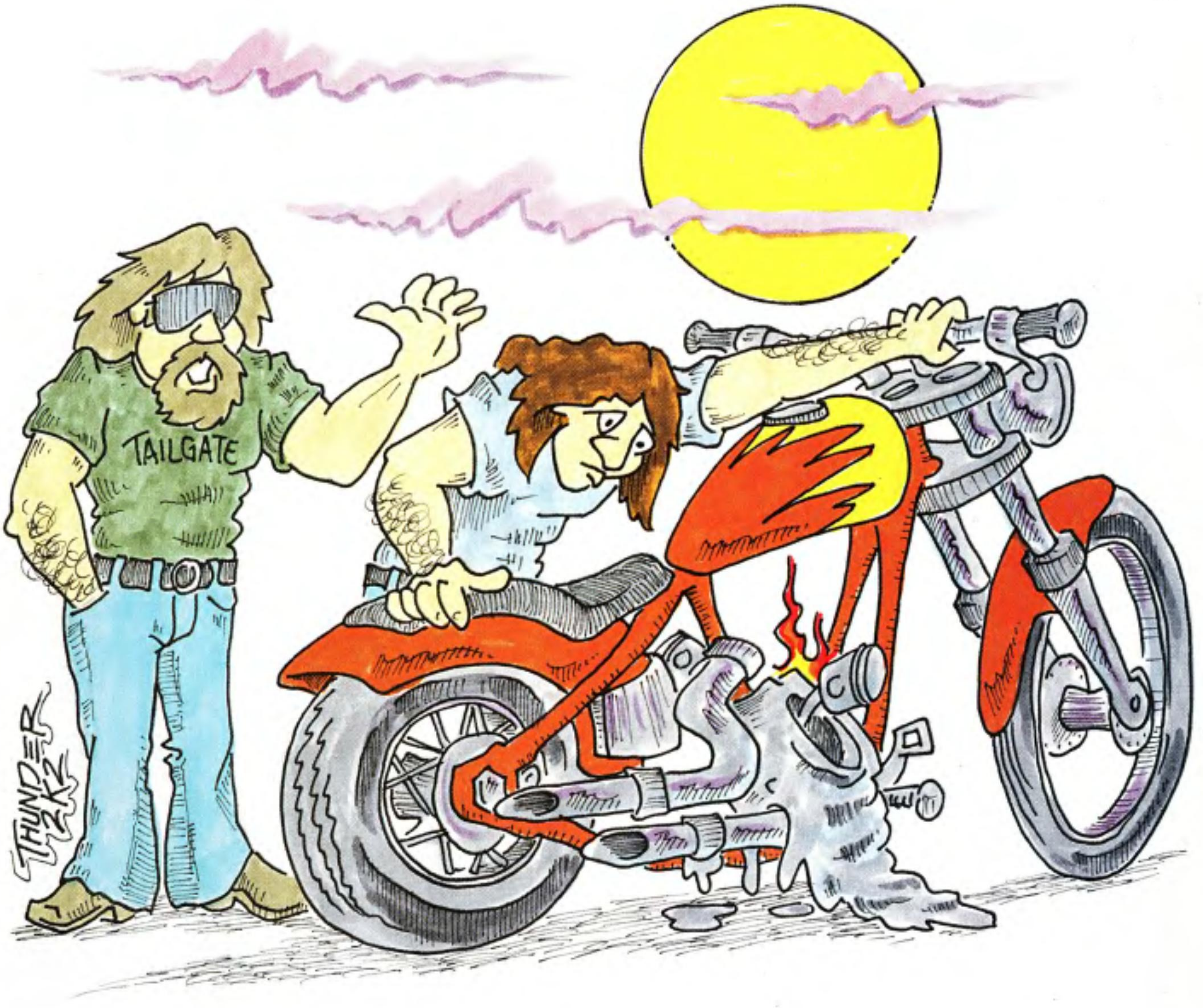
So why take all those photos and get the bike appraised if the insurance company isn't going to go with full coverage? Because, more than likely, if you're in an accident that's not your fault (85% of the time it's the cager's fault), the other insurance company will want to determine a price AFTER the loss!

With a collection of detailed photos, a complete collection of all your receipts and an honest appraisal of your bike, insurance companies are going to have a hard time fighting your claim.

Without shopping around and doing your homework, you're going to end up paying a lot of money and getting little in return. Turn to companies that insure motorcycles on a nationwide basis, such as BROS Club or Progressive. You're more likely to deal with folks who understand motorcycles and even give discounts to those who have taken rider safety classes or belong to groups like the AMA, ABATE, or other organizations.

Having a bike that is specially built for you is a wonderful feeling. Building your own custom ride is a better one. Getting it registered and insured instead of impounded and gone? Priceless.

If you're going to the expense of customizing a bike or building one from scratch, remember that there are a lot of guys who've spent big money to get all this info the hard way. And there are lots of guys who've spent a considerable amount less to do it right. *—Oil Can*



"Bro, I know you like to ride a lot, but I think it's finally time for that rebuild!"

The Most Equal Of Them All

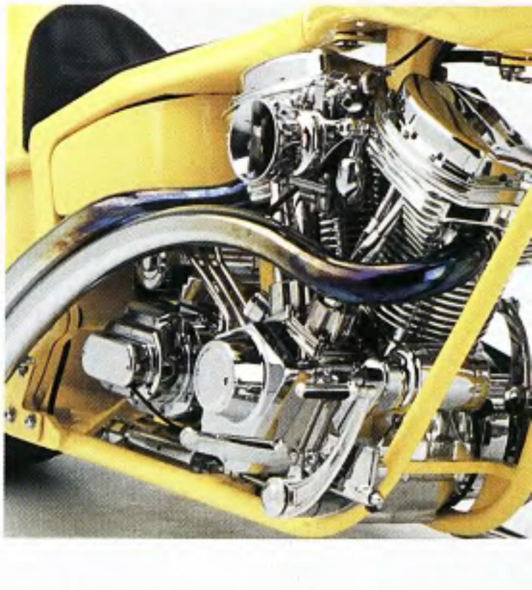
OR: A CASE OF FRONT END ENVY

Equality among friends can be a wonderful thing, especially if one of them is more equal than the others. Consider, if you will, the following case of the three amigos: John, Rick, and Steve. Off they went one sunny SoCal day, paying a visit to Matt Hotch, one of the area's foremost custom bike builders, to have themselves some bikes built.

Steve Frasco, by the way, is one of those guys who, after they've made some good money and turned a certain age, decided to give in to what's commonly known as "midlife crisis" and start playing with expensive toys. "Some friends of mine and I," Steve begins this oft-told tale, "when we turned 40, we decided to go out and buy Harleys. We didn't want to touch them, but within a couple of months, we'd cut the front ends, put bolt-on items on, and chromed everything we could chrome. And shortly after that, we wanted to have some real custom bikes built."

Which brings us back to the beginning. Steve's friends were John Lisenby and Rick Knox, and the three of them were good friends with Matt Hotch, to whom they went for the custom jobs. "We told Matt what we wanted, and I kind of covertly told Matt to make mine 1-inch longer than the others," Steve laughs. "Just so I could say I had the longest one."

According to Steve, Rick at some point during the building process went into Matt's shop to check on the bikes' progress and noticed a slight difference in front end length between the three bikes.



"He came up to me and said, 'man, something's wrong with this one; it's the wrong dimension.' And Matt had told him, because it was a covert operation, he couldn't tell him the reason," Steve continues. "But he finally broke down and told him. The guys took it pretty well, though, and John then built himself another bike, even longer than this one, so the whole point became moot."

With front-end envy no longer being a problem, the three continue to ride into the various California sunsets, or even to places like Laughlin, Nevada, or the nearest watering hole. Steve also has a black 2000 Hot Match custom, as well as a dresser, and although recently divorced, he oftentimes takes his 9-year-old daughter Haylie on rides with him. "She totally digs it," he says, "and she loves going to the shows with me."

So, the lesson to be learned here is that it doesn't really matter if you've got the longest one, 'cause if your friends are real friends, they'll just get an even longer one and still let you ride with them. Of course, this will make you realize that that's exactly what makes great friends so gosh-darn great.

—Red Baron

We discovered Steve's long Matt Hotch chopper at last year's B.A.D. Ride in Southern California. Steve took Best of Show in the event's ride-in bike show. That's also where we discovered the lovely Myla Poole who won our hearts for doing a little dirty dancing for the crowd as The Fryed Brothers rocked the house. The thought was that Myla and Steve's Hot Match creation complemented each other nicely. —Ed

Owner: Steve Frasco
City: Chino Hills, California

General

Fabrication: Hot Match
Year and make: 2002 Hot Match
Model: Chopper
Assembly: Hot Match
Time: 1 year
Chroming: Orange County Plating

Engine

Year and model: 2002 Evo
Rebuilder: Patrick Racing
Ignition: Compu-Fire
Displacement: 113 inches
Lower end: Patrick Racing
Balancing: Patrick Racing
Pistons: Patrick Racing
Cases: Patrick Racing
Heads: Patrick Racing
Cam: Patrick Racing
Lifters: Patrick Racing
Carb(s): Mikuni
Air cleaner: none
Pipes: Hot Match
Mufflers: no way

Transmission

Year: 2002 Baker 6-speed
Shifting: foot

Paint

Molding: Al Martinez
Painter: Al Martinez
Color: yellow
Type: House of Kolor
Special paint: it's all special

Frame

Year: 2002
Builder: Xtreme Frame Designs
Type: softail-style
Rake: 53 degrees
Stretch: 5 inches up

Accessories

Bars: Hot Match
Handlebar controls: Performance Machine
Fender(s): Hot Match
Headlight: Tradewinds
Taillight: Billet 4U
Speedo: no way
Dash: no way
Front pegs: Performance Machine
Electrics: Hot Match
Gas tank: Independent/Hot Match
Oil tank: Xtreme Frame Designs
Oil system: Patrick
Primary cover: Billet 4U
Seat: High End Products
Mirrors: have to have two
Grips: Performance Machine

Forks

Type: Perse
Extension: 24 inches over
Builder: Perse
Modifications: not that many

Wheels

Size: 21-inch front/18-inch rear
Type: Roadwinds
Tires: Metzeler
Brakes: Performance Machine

Photos: John Wycoff

Don't Jump! (To Conclusions)

I've always been one of those people who makes up his mind quickly. I don't like to debate shit until the cows come home. I don't like to beat ideas to death. Do it or don't, but don't screw around thinking about it forever. My tendency towards drawing quick conclusions about people and events has served me well. Every now and then though, it can bite you on the ass.

Let me tell you a story about jumping to conclusions.

A long, long time ago, when I was much younger and stronger, I spent a few years as a furniture mover. This was back when, for reasons I can't begin to understand now, I didn't mind carrying around heavy objects for eight hours a day. It helped me keep in shape and acted as ventilation for my sexual energy, which had no other means of escape.

Not every day in the moving industry is as exciting and glamorous as you might think. There are days when you have to move someone you really don't feel like moving. This was the situation one day when myself, along with Pete and Frank, two of my associates whom I will be calling by their real names, were sent out to do a distress move.

A distress move occurred when social services would get us to come out and haul away the worldly belongings of someone who they had taken into their care. In this case it was a woman whose ex had broken into her apartment and trashed the place, despite a well written restraining order. Thus, social services had whisked her away and we had the privilege of picking up her stuff.

The place was seriously messed up when we got there. The front door was kicked off the hinges, and all the furniture was smashed up, which saved us having to do it. But worst of all, according to the landlord, the violent ex was still out there somewhere and could return at any moment. We were concerned for our safety, but dammit, we were pros. Besides, it was early in the morning and the bars weren't open yet, so we had nothing better to do.

Being professional movers we started the job as we always did when the customer wasn't home. By digging through the dresser drawers in search of cash or evidence of sexual promiscuity. We found neither, which was kind of a downer, but Pete did his best to lift our spirits by dancing around with a pair of the customers panties on his head. I believe they were pink and may have been high-cut. It was kind of hard to tell with Pete's eyes looking out through the leg holes. I, myself, was disgusted by his behavior and consoled myself by rifling through the ladies fridge and drinking all her beer.

After we watched a couple of morning talk shows and made ourselves a sandwich, we got right to work. I packed up the kitchen because I've always been fond of the sound of breaking glass. Frank wandered around uselessly, complaining that he wasn't being paid enough for this "shit." Pete went to work in the ladies bedroom, locking the door behind him. (Now that I think of it, I'm pretty sure there was something a little weird about Pete.) By noon we almost had a decent start on the job and were just about to break for lunch when there was a knock on the back door.

Now, we didn't think the violent ex would knock, but psychos do some unpredictable stuff. That's why they call them psychos. If they didn't do weird stuff we'd have to call them something else and we wouldn't be afraid of them. But if this was the violent ex, he probably wouldn't be very impressed when he discovered the three of us there screwing up his plans.

We considered fleeing out the front door, but thought that would be too hard to explain to the boss. Besides, the chances of him getting all three of us was slim and I was pretty sure I could run faster than Frank and Pete.

We gathered by the back door and discovered that it didn't have a peephole, not that I would have used it anyway. I don't like peepholes. What if the person on the other side of the door has an ice pick and slammed it through the glass and into your head area. No thanks. I'd rather take my chances face to face.

We decided that throwing the door open quickly would give us the element of surprise. He would be expecting to see one scared, little woman, not three scared, medium-sized movers. We figured the sight of us would be enough to send him running. Well, that was our theory anyway.

We threw the door open and all three of us just about dropped a kidney. Standing there was a man so insane looking he sent shivers up my spine. He was barefoot with ripped up jeans and a plaid logger's shirt. His hair and beard were long and hadn't seen a comb in weeks. He looked exactly like psychos are supposed to look, and what made it even worse, in his right hand he was holding a large, nasty looking butcher knife. This can't be good.

My life flashed before my eyes and I found myself disappointed and a little embarrassed. Frank, the tough one of our little band, appeared to be having a stroke and Pete just made this high-pitched nasal whistle that sounded like someone was stepping on a bat. The tension was so thick you could cut it with a knife. Fortunately we had one handy. Then the psycho spoke.

He said, "Hi, I'm the neighbor from downstairs. I heard Linda was moving and wanted to return her knife." He held out the knife handle first and I guess one of us must have taken it. Then he turned and walked away, unaware that he had come dangerously close to causing three deaths that day.

All three of us had jumped to the conclusion that the guy at the door was a frightening, knife-wielding psycho, when in fact he was just the frightening, knife-wielding neighbor from downstairs. Honest to God, if I'd have had a gun the guy would have had more holes in him than a screen door. In our own defense though, he didn't help himself out much. If you're going to wander around with a knife in your hand, you should at least clean yourself up a bit and maybe put on some shoes.

Since this event I've always tried to keep in mind that things aren't always as they appear. And not just when it comes to psychopaths, this also applies to the regular world. For example, just because a woman has an enormous stomach doesn't mean you should ask her when her baby is due. She may just have a world-class beer gut and a right cross to match. And even if you don't get a beating, you're going to feel pretty stupid. It's always best to get the facts before you open your mouth.

Don't always assume you know what's going on. The problem with jumping to conclusions is that often you land with your foot in your mouth. *—Greg White*

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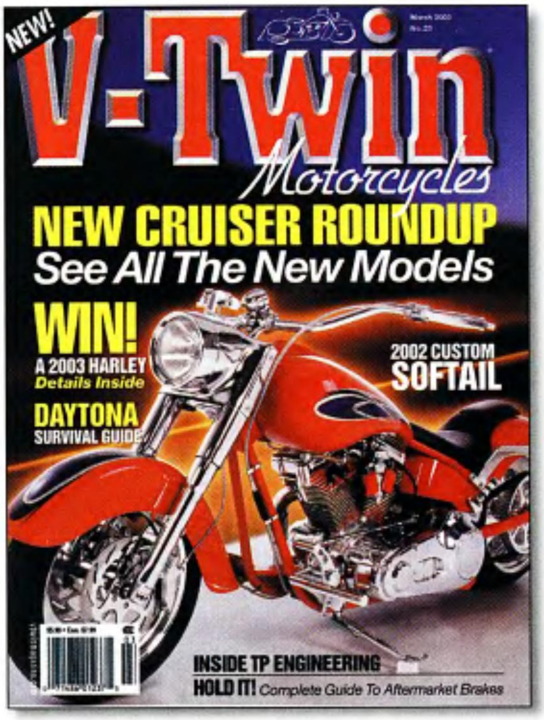

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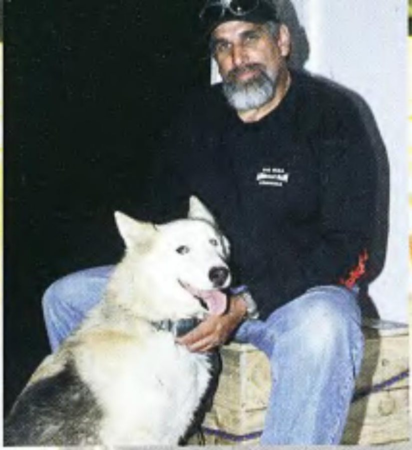
You know the old saying, "if you can't run with the big dogs, stay on the porch." Well, this is one killer custom that has never seen the porch. Richard Strle saw Big Bear Chopper's righteous Reaper chopper here in the pages of Easyriders and just had to have himself one. The Reaper combines the best in old school chopper looks with the latest technology.

A BIG BEAR CHOPPER THAT STAYS OFF THE PORCH

SLED DOG

SANDWICHES
Easyriders



Photos: Markus Cuff

Kevin Alsop, lead dog down at Big Bear Choppers designed the bike to look right, ride right and give customers what they want most, a white knuckle ride that gets their heart pumpin' and the girls lookin'.

This particular Reaper is special. Y'see Richard is a Champion Dog Sledder so he's used to yelling, "Mush!" and riding rough through the teeth-chattering sleet and snow in blizzard conditions behind a team of top-notch canines. Riding this Reaper is a regular walk in the park compared to that. Besides using Kevin's excellent Reaper softail-style frame, tank, oil bag and fenders (with its distinctive spider-web designs), this bike howls through a mighty S&S 124-cubic-inch motor. Going high end all the way, Richard requested a Baker 6-speed trans, Performance Machine Vintage wheels, brakes, matching rotor, hand and foot controls. That's a S.J.P. front end from Exile Cycles you're drooling over and the good-looking and very loud pipes are Kevin's own Reaper design.

The reason we're showcasing this exceptional Reaper is because we're blown away with how good a kit bike can look. You heard right. The basic rolling chassis for this bike is one of Big Bear Chopper's famous kits that retails for just $5,299. You get the basic frame, swingarm, gas and oil tanks and fenders for under $6,000. The entire bike kit, which comes with a show-polished RevTech 100-inch motor (includes 2 year, 20,000 warranty), RevTech 6-speed and quality Pro-One wheels goes for $17,999 unassembled and unpainted. Naturally, Kevin and his crew will build you a Reaper for a few dollars more in your choice of motor and tranny configurations. Everything from the RevTech 100-incher, to Harley's Twin Cam 88, or even the gamut of S&S Cycle motors are yours for the asking.

If choppers aren't your bag, the Reaper is also available in a Pro Street version, as is Kevin's other great bike kit design, the Venom. Look for a Venom right here on these pages soon that was so wild it won a Best of Show at our Easyriders Sacramento Bike Show. Best of all, the Big Bear Choppers that Mr. Alsop assembles are registered as manufactured motorcycles and meet all DOT requirements making registration and insuring your Big Bear bike a dream.

As for Richard, he may have to get a sidecar for this nasty Reaper to haul his sled dogs around in. Once they get a taste of riding in style, they'll want to let Richard do all the "Mushing."

To get a Reaper or Venom of your very own, give Big Bear Choppers a call at 909-878-4340 or check the Web at www.bigbearchoppers.com. —*Phantom*

E V E N   T H E   N A M E   I S   A   S E C R E T

BLACKBURN FEST '02

To many people, birthdays are just another reason to piss and moan about how old and decrepit they're getting, but to many of us (including myself) it's another very good reason to get drunk, stupid, and see how many people you can piss off in one night.

Like many parties, it all started off with a keg in the garage, and a bonfire in the field. But, also like so many other parties, it ends up with the occasional drunk falling in the fire, a couple of good friends try'n to beat the crap outta each other over some chick, and the guy that's gotta pass the hat to make it to the closest watering hole for one more keg before closing. But, as long as a person doesn't mind a few second-degree burns, a couple black eyes, and a really bad hangover, then it was always worth it.

Over the years, this li'l farm house

party got bigger and bigger, and eventually started to take on a life of its own. From burnouts in the in the garage and hole shots on the highway, to the X-rated wet T-shirt contest and damn near every li'l hottie in the joint pulling up their shirts for the cameras, it just seemed that every year the party always outdid itself and our expectations.

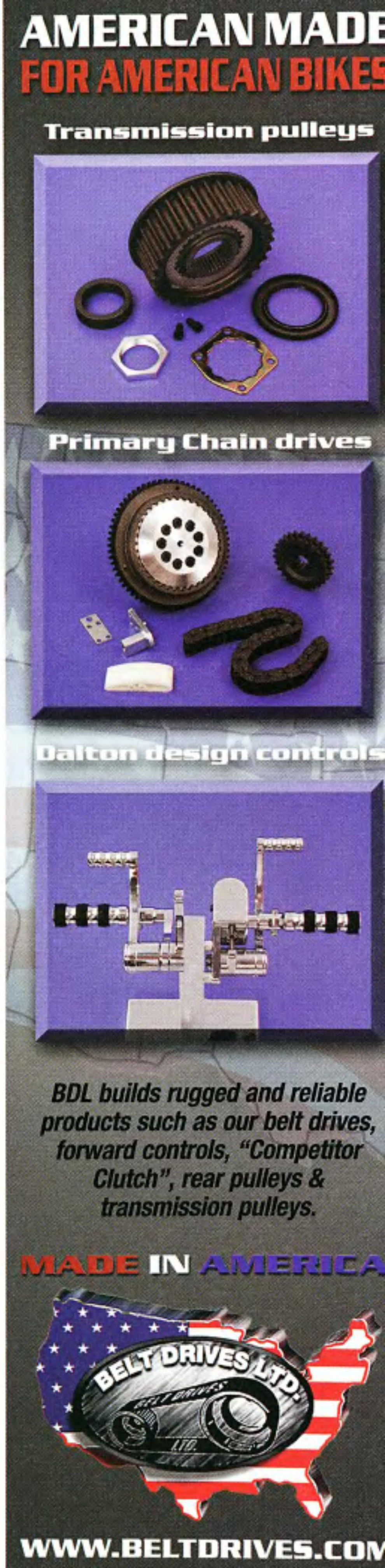
Eventually, the party had grown to be so big, that it needed a name of its own, and with the help of a few friends from work, the name "Blackburn Fest" was created. Now, just to protect the innocent (and the guilty) I won't go into details about the creation of the name.

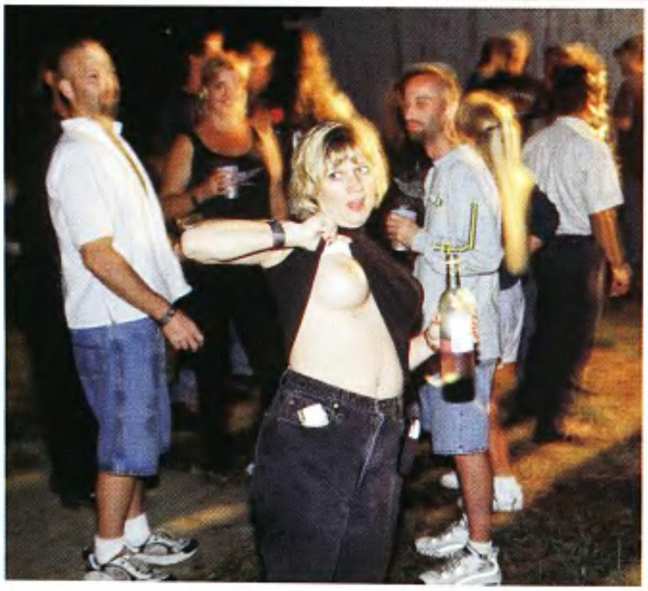
Come morning time on the big day, I woke up with a killer hangover, and I couldn't figure out why? I mean sure, we might've picked up the kegs the night before, but we had to test the brew for proper taste, temperature, and smoothness, but I didn't drink that much.... Or so I thought!

Either way, it didn't matter, 'cause all I needed was some wind in my face to cure the problem, so I jumped on my faithful sled and rode off to meet up with everybody at Cousin's Tap, in Low Moor, Iowa. Jenny and her bartenders were kind enough to offer up some hangover treatment, and afterwards a bunch of us made our way west on Highway 30, with our destination being Sutliff bridge.

Well, about an hour later and 60 miles down some li'l Iowa county roads I spotted a "curved road" sign, and that winding road led us right in to the li'l scenic town of Sutliff. In the middle of town sat a watering hole with cold beers, hot food, and a great view of the Cedar River. Not to mention, a rustic old bridge right across the street with a couple old picnic tables to hang out and drink some beers on. I guess the locals figured since it's no longer safe enough for vehicles anymore, it might be some good entertainment to sit on their back porch and let them drunken bikers stagger around on it and see if they can fall in the river.

We spent the good part of the afternoon soak'n up the sun over the bridge, then we made our way up the river to the New Shack Tavern and Bait Shop, near





Cedar Rapids. Come to find out that most of the people we met up with at Sutliff Bridge, were all members of ABATE of Iowa District 5, and they were finishing up their annual FTS Memorial Run at the New Shack. Roger, owner of the Shack, and the good folks from District 5 were kind enough to invite us in for their cookout and some cold drinks. They even tried to get us to hang around a bit longer and party to some live music, but the sun was falling on the horizon, and we still had a full night of party'n waiting for us. So we made one last stop at Good Times Tap, in Lowden, and finished up the run at Blackburn Fest.

It was dark out by the time we made it back to the party, so there were plenty of bikes and tents crammed in all over the place and the place was packed full of drunks. A person could smell the smoked dead pig roasting and the band's sound checks were blasting outta the party barn.

Wait a minute… I never heard anything about any band?

I was quickly informed that "Bill on the Hill" brought along local favorite band Stoneheart, to play their collection of biker/blues tunes. Bill also brought along some of his homebrewed 91 octane to get everybody juiced up. Now don't ask me what the hell is in that 91 octane, 'cause I never had the balls to try the shit. But hey, when the guy was serving the shit outta gasoline cans then something

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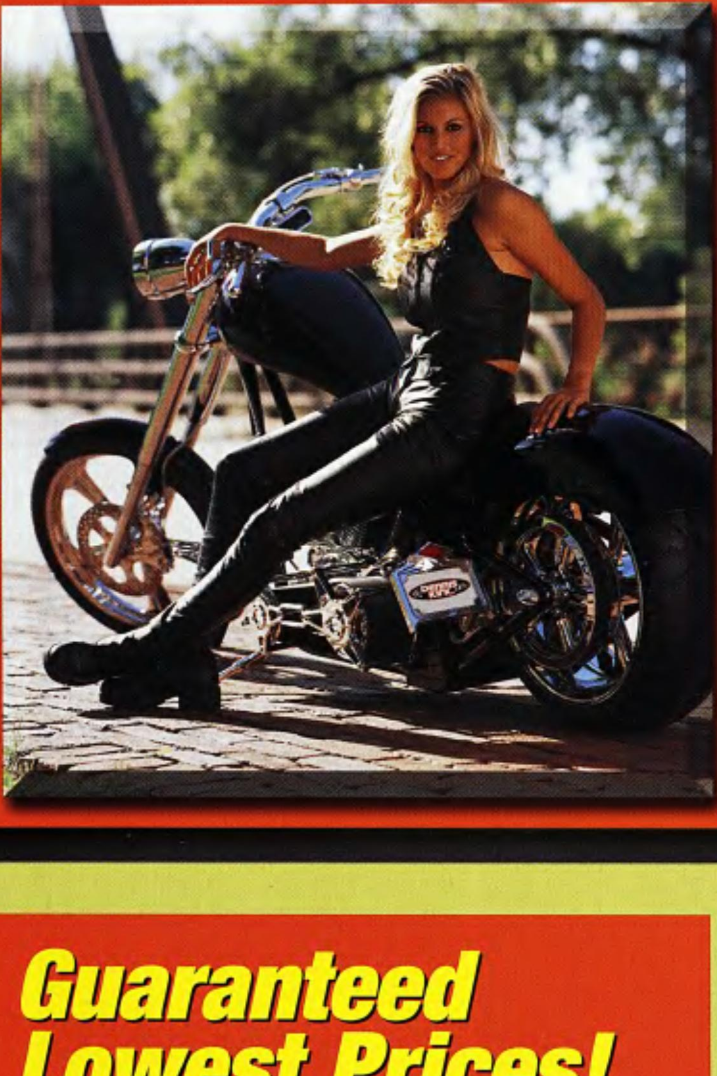

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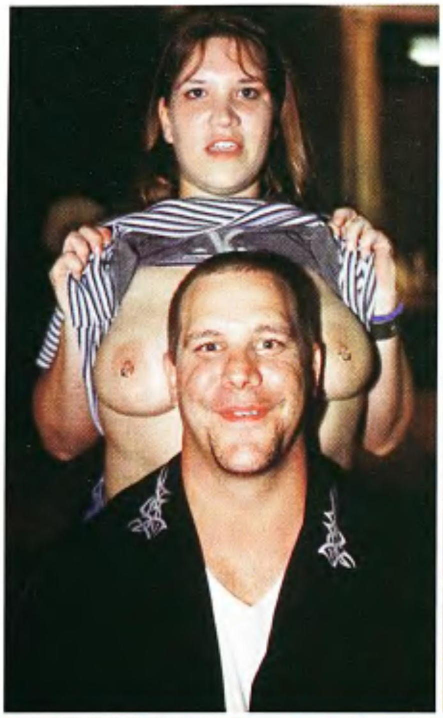

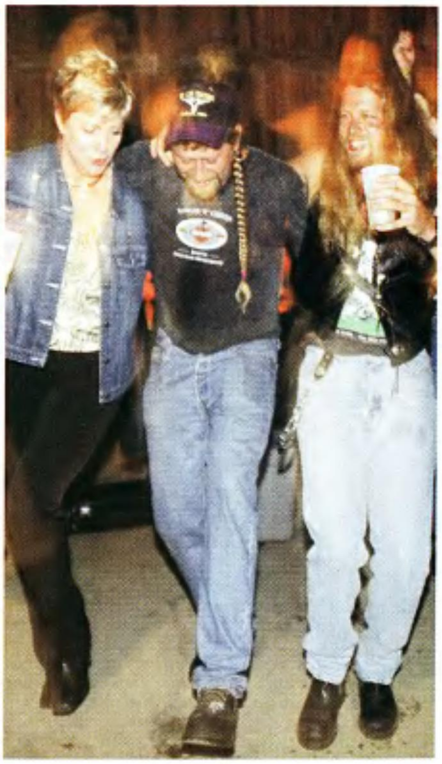

just didn't seem right to me. Besides, with all the kegs and the specially flavored Jungle Juice, I didn't need much more to keep me fueled up anyway.

After making a round of meet and greets, we all got a chance to shovel some dead pig down the hatch, and Stoneheart got the dance floor moving. A short time later, the band took a beer break, and everybody moved the bars strategically into place, so that all the gear heads could line up outside the party barn for a smoke show. One by one, they'd all take their turns filling the barn full of tire smoke, 'till they couldn't breathe. Surprisingly, none of the local farmers called the fire department, 'cause with all the lights and smoke pouring outta the building, it must've looked like whole fuck'n thing was going up. Hey, at least we didn't hafta worry about any West Nile mosquitoes try'n to suck all the blood outta our alcohol systems.

Once the smoke show was wrapped up, the barn needed some time to move some oxygen back into the joint, so a monster bonfire was stoked up in the field and the word went out about the wet T-shirt contest. Like any true biker party, it just wouldn't be right with out some nekkid ladies on display, so once the rubber smoke was cleared out, a handfull of ladies jumped up on the rickety old wagon to put on a show.

After letting the ladies fondle themselves while cooling each other down in

Photos by: Nate Ullrich

the humid Midwest nighttime air, the band started back up, and played their hearts out 'till the cows came home. Eventually, the sunlight made its daily appearance, and like all good things, Blackburn Fest 2002 came to an end.

Unfortunately, this time Blackburn Fest came to an end permanently. Due to local development taking over the countryside, the event had been forced to move to a new location twice in the last three years and, after this year, we've been pushed out again. It's been a tough decision to make but it's just become too much work to move it again, and sometimes a person just has to let a good thing go. So, if you're sorry ass never made it to this li'l kick-ass Midwest bash, then you're just shit outta luck—for now anyway—'cause like the rest of us, I'm still gonna keep getting older, and that's gonna mean more birthdays, and more reasons to party!

—Natatinc

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C. Kallas

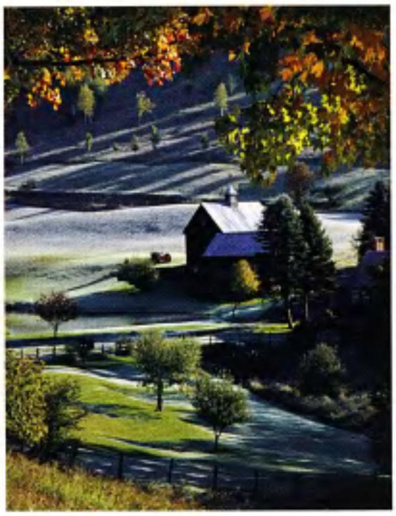
A TRUE TALE FROM THE ROAD

Pop and Scout

Mostly what I remember about my old man comes from the stories still being told about him and the 1940 Indian Scout motorcycle he rode.

Pop bought his Scout in 1951, paying $100 and two "good laying hens." Him being a big man (6-feet-7 and 370 pounds), Pop went down to the local Ford Motor Company and had a special set of springs cut and mounted to the bottom of that Scout's saddle seat to keep him up off the rear fender.

He and that motorcycle were inseparable from Day 1, and though Pop was an easygoing soul, woe be to the man who would venture to lay a hand on his Scout.



Pop met my mother through his cousin the year before my mother and her family moved out of state. My uncles tell of how Pop borrowed an old sidecar, which he mounted to his Scout, and rode all the way to Ogden, Utah, to collect my mother and her things. Pops had decided it was high time they were married and having children.

Her parents weren't all too thrilled when that big bear of a man invaded their home with his road-worn leathers and wild, bushy hair and beard. But, as was Pop's way, within' the hour his gentle manner had won them over and they helped pack their youngest daughter off with wishes of luck and love.

Most folks in the county knew him, and it's said there wasn't a one he wouldn't help in a heartbeat. One of the stories told around town is how Pop came up on an automobile accident three miles from town. Finding a woman and her two children had been hurt, and no one else around, Pop parked his beloved Scout next to the vehicle, took a child under each arm, and escorted all three to the hospital—on foot! Pop was just that way. That's how the stories tell it.

I've got an old photo album of snapshots, most in black and white, of him and mom and, of course, that Indian Scout. People say it's hard to say which of the two he loved more in his life…his bike, or his bride. I'm glad he never had to choose. Even on the day they died, it was all three of them together at the end.

I guess my most fond memory of him and his motorcycle took place in the summer of 1968, just three years before he'd be killed by a cager along the coast road.

It had been a hot one that year. No rain had fallen in months and the reservoir was starting to dry up. The whole county was worried about the drought and its effects on the local crops. Though I was only 7 years old that year, I still recall my Sunday school teacher having us pray for rain, and Pastor Leon preaching about the fears of fire… and it wasn't the fires of Hell he was referring to.

Well, it was bound to happen and, of course, it did—The Fire. Our home sat on a hill at the top of a two-lane road that led down to an old two-room school house that had been converted into the new prayer hall. My mother and her lady friends met three times each week to do whatever it is ladies do at that time.

We heard the fire bells ring around nightfall. Running out the side door and into the street, I saw smoke over the prayer hall. "Pop!" I remember yelling when I bolted back inside. "The prayer hall's on fire with mom down there!" then I was out the door again and pumping my little legs down the hill.

The one, old, rusty volunteer fire truck had arrived by the time I did. One man was holding a thick, red hose while two others stood on the back of the truck working the long pump handle that fed water from the tank to the hose.

"Oh, goodness!" my mother cried

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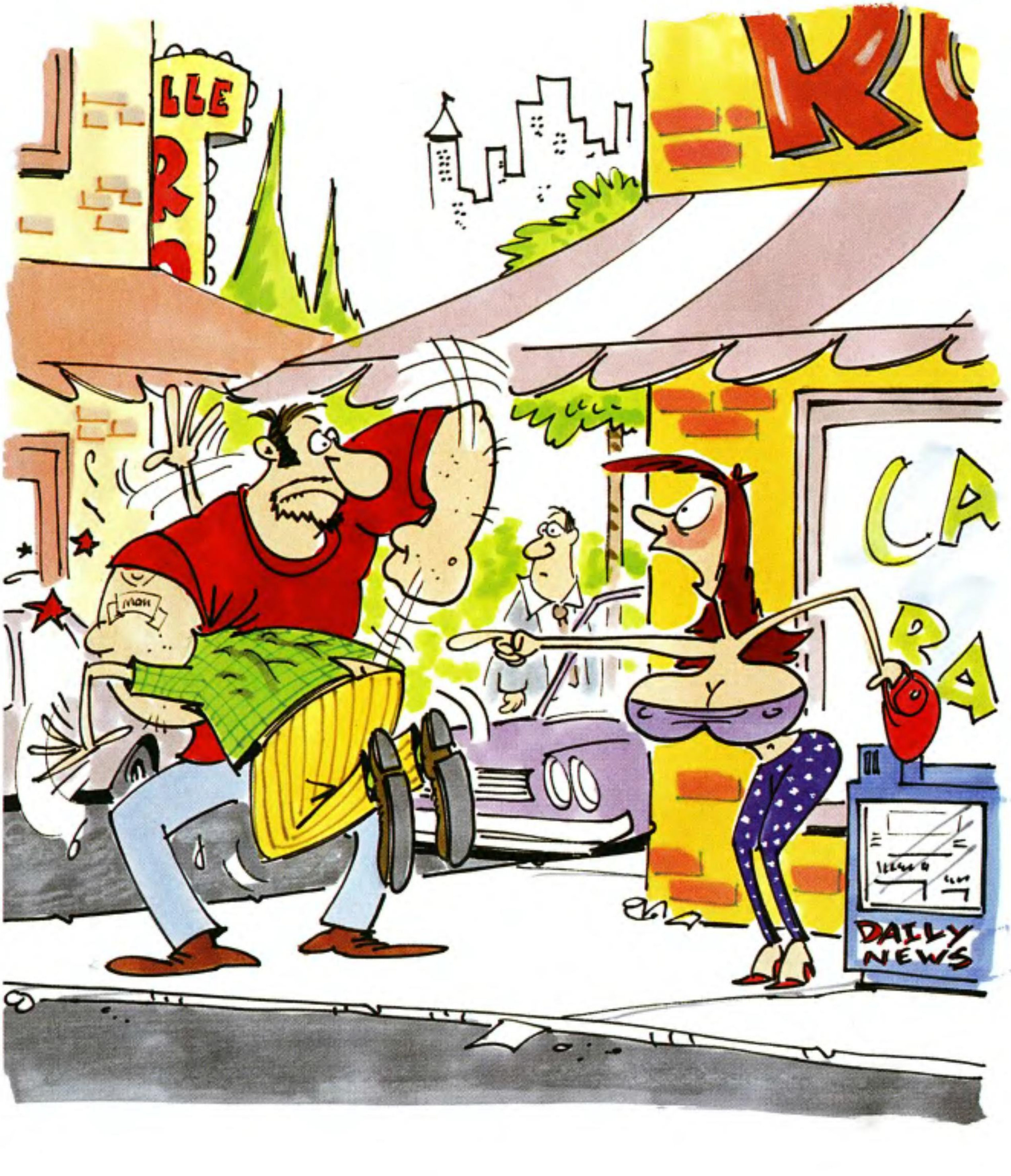


"I know he was staring at my tits. It's okay, he's my plastic surgeon!"

when I found her. "We're gonna loose the hall!"

I looked from one crying face to the next, then stared back at the flames with a young boy's fear and fascination. The three fire fighters were clearly loosing the fight. It was just 'bout then we all heard it.

A couple of years earlier, Pop had mounted one of those big "AaYooGaaa!" horns to the handlebars of his Scout. Right then that horn could be heard above the roar of the flames and the cries of those standing about.

I moved away from my mother to watch my old man. All 300-some-odd pounds of him came flying down the hill on his Scout, black hair knotted and tangled, and teeth peeking through a jungle of beard.

Pop waved for me to move aside, then shot past me like the Lone Ranger. The crowd parted before that motorcycle, and Pop and his Indian Scout bounced right up in the middle of all those flames.

Pop was off the bike in no time flat, and I watched, wide-eyed, as he jerked his jacket off and began beating at the flames around him. As others saw my Pop's bravery, they too stripped off their coats and shirts and jumped into the pandemonium to lend a hand.

All that beating and stomping combined with the pumping of the fire fighters was an incredible sight to behold. In minutes every man, woman and child was shouting, stomping and crying out to God for help.

God heard.

It wasn't long before every flame in the prayer hall was out.

I had the biggest smile any boy could ever have as I saw Pop roll that Indian Scout out of the soot and use his shirt to wipe it clean the best he could as he searched around for any damage it might have incurred.

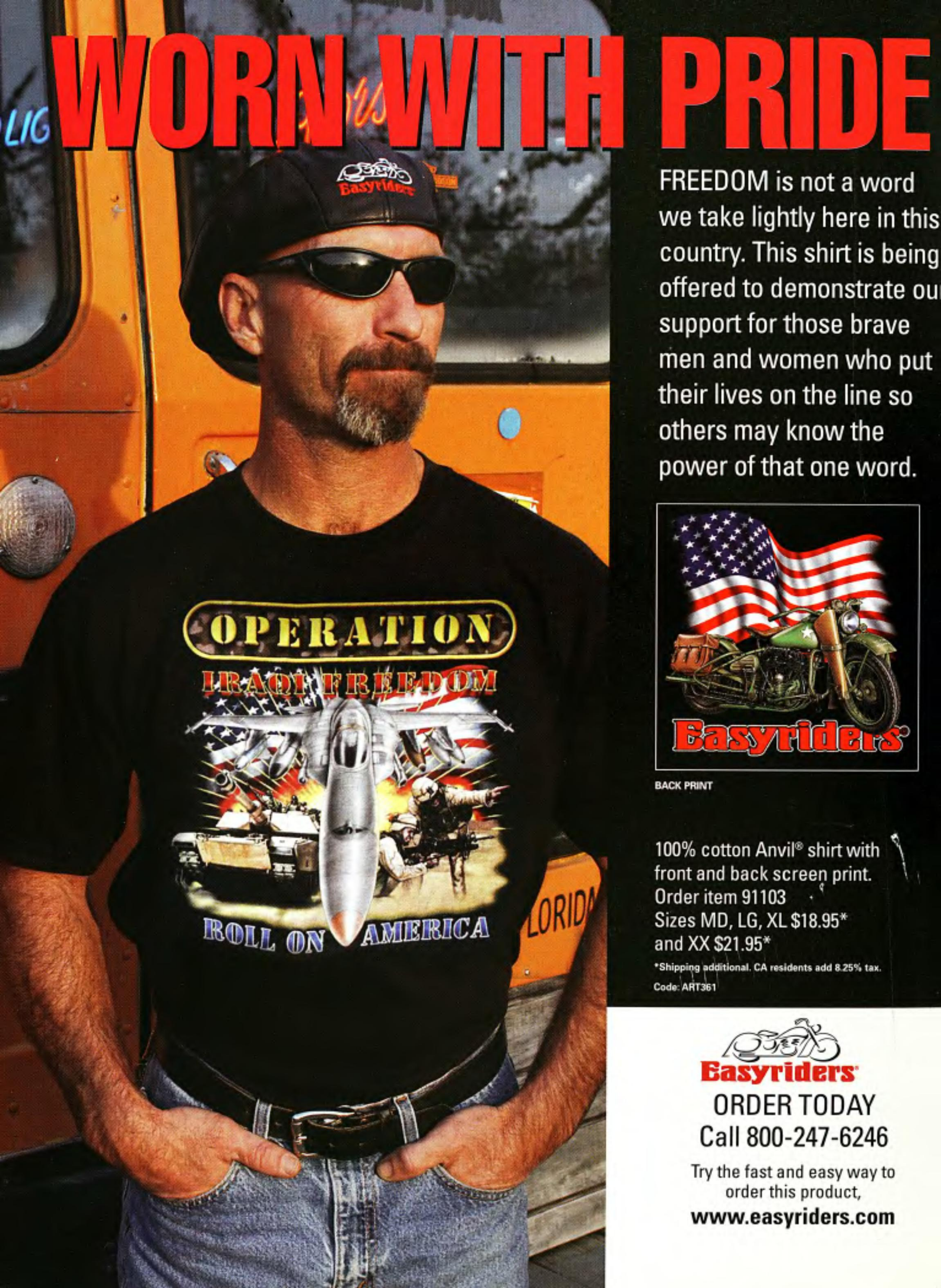
Soon, everyone began to cheer Pop's brave actions. The ladies there took up a small collection of money and Pastor Leon pressed it into Pop's hands.

"Here, Stuart," the pastor said with a big grin. "The ladies want you to have this as a token of their appreciation for saving the prayer hall." I could see Pop didn't really want to accept the money, but finally he did.

"What you gonna do with all that hero cash, Stuart?" one of the fire fighters laughed and slapped Pop on the back.

"Well," answered my old man. "The first thing I gotta do is get the dern brakes fixed on that Scout!"

—Mark Gaspard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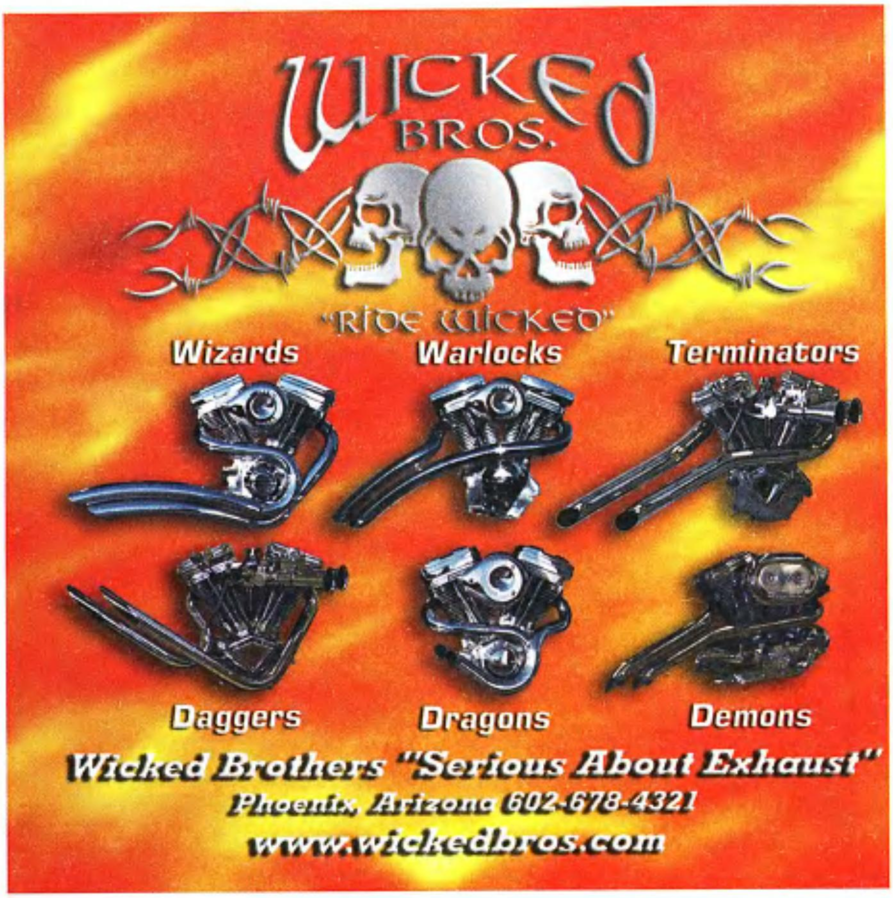

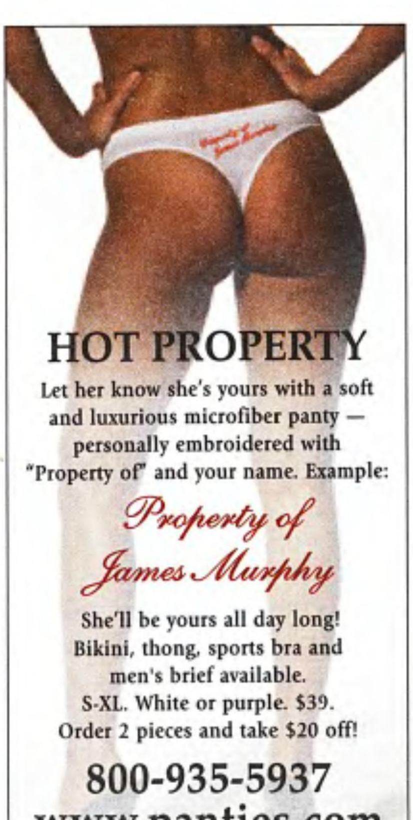

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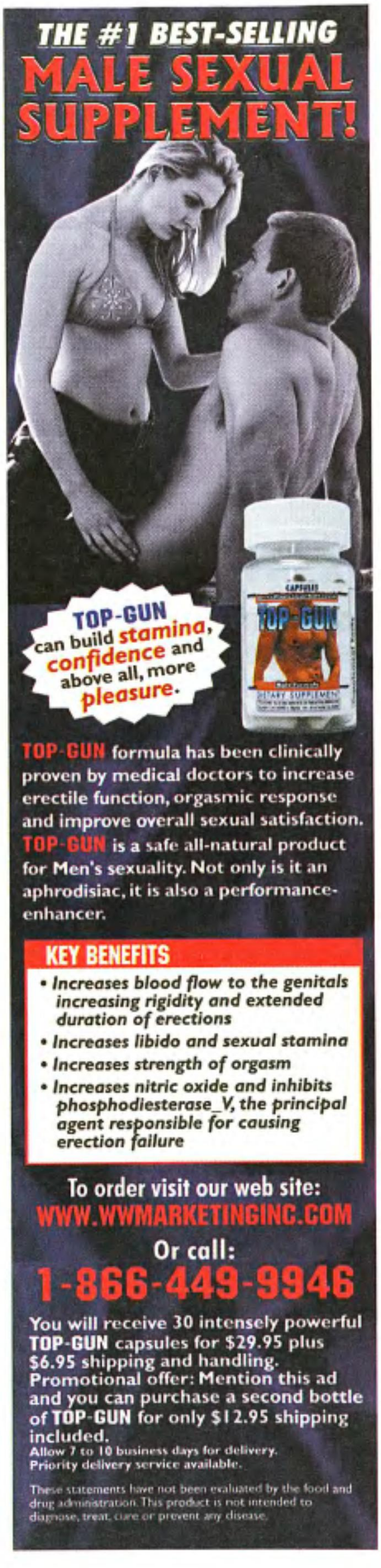
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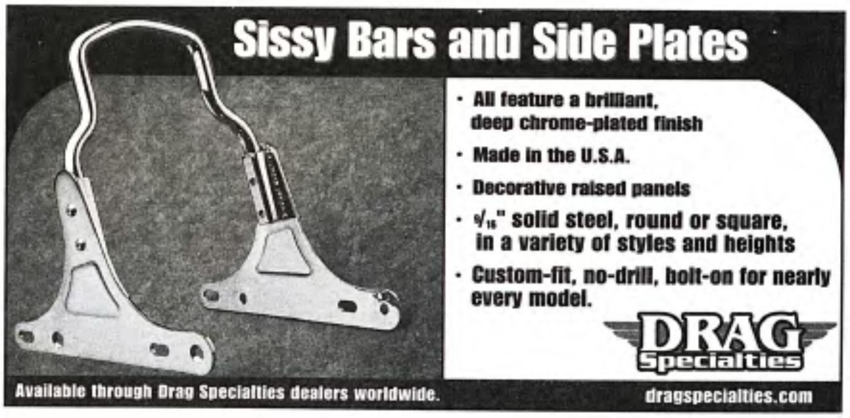
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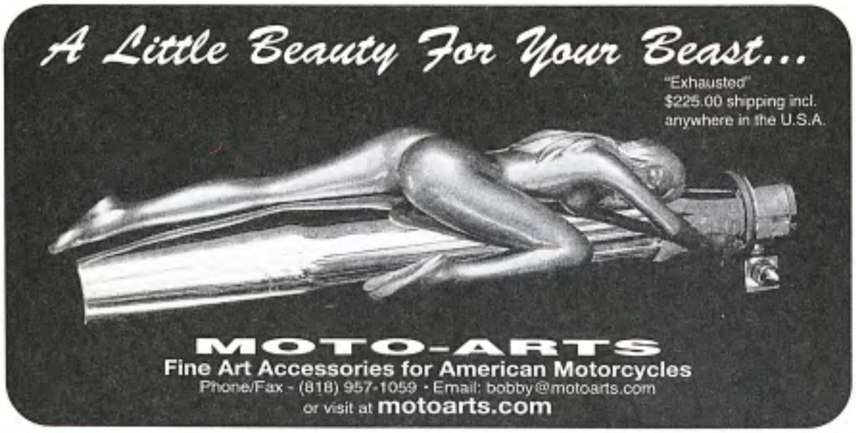
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Metro's Air Force Blaster motorcycle dryer was specifically designed for cleaning and drying motorcycles with dry, filtered, warm air, coming out at about 20-25 degrees above ambient temps. Metro claims their Air Force Blaster will cut cleaning time of your motorcycle by up to 80%, and that five to seven minutes is all it takes to effectively dry motorcycles, leaving no water spots in the end.

Snake oil? Sure sounds like it at first, which is why we felt that we had to put this product to the test. We called the folks at Metro to throw the gauntlet and they sent us a unit to try.

Metro's Blaster is in fact a simple electric blower that looks like a small shop vac. It features a 4-horsepower electric motor and comes with a long, flexible air hose with rubberized nozzle, and a choice of soft plastic tips in various shapes so you can customize the airflow of the drier to better fit your task.

To test the Blaster in a real world situation we proceeded to use it to dry a dripping-wet bike. Once the water stopped flowing from the hose, we plugged the Blaster into a safe, three-prong outlet. When we threw the power switch on we were taken by surprise by the Blaster's intense air output. In fact we suggest you grab a good hold of the air hose before turning the Blaster on, unless you feel like chasing it as if you were trying to catch a piglet, running scared in the barnyard.

As suggested by Metro we started blowing the water away from the top to the bottom of the bike, spending more time around the engine and driveline, where water finds many places to hide. The high velocity of the air coming out of the nozzle blasted most of the water away in seconds. Focusing the nozzle around the cylinder fins and other out-of-reach areas such as the open primary belt drive, front end springs and wheel spokes, we continued the drying process at a fast pace. As the Blaster warms up, so does the air flow, making drying even easier. We were basically done drying the entire bike in a little over five minutes.

Why not use an air compressor to the same effect, you ask? Metro tells us that air from a compressor is not filtered and any oils, dust or residue that is in that air tank will blow out onto the finish. Also, the air from a compressor isn't dry, as developing moisture is a common problem with compressors and is difficult to eliminate. Also the force of air or pressure is entirely too great and is likely to blast away a loose piece of chrome if extreme care is not taken. Finally, air from a compressor isn't heated, reducing its ability to properly dry off motorcycles.

Leaf blowers are often used to dry off a motorcycle but Metro warns that besides being large and cumbersome, leaf blowers lack precise blower attachments, which enable users to dry the entire motorcycle properly. The air produced by leaf blowers isn't filtered or heated, adding to drying time, and they can throw dust and debris onto the finish as well.

The Blaster is manufactured in Suffern, New York, and is designed to provide consumers with decades of trouble-free use. The B3-CD retails for $229.99. Contact Metro at 800-822-1602 for more information or log on to Metro's Web site www.metrovacworld.com to see all of company's other products. *—Lafayette*

Photos: Ben L.

THE SHOVELHEAD CHRONICLES
Part 2–The Powerplant

Last month in "The Chronicles" you saw the chassis alterations begin as the start of a long-awaited face-lift for an old friend. In order to make solid decisions on the rest of the driveline and a bunch of other sordid details it was necessary to decide just what kinda mill was gonna replace the tired ol' pan/shovel. I've always loved the generator-style bottom ends but there's a few limitations that come along with that classic gear case. And of course choosing a pan or even another shovel-style top end would bring along the old problems related to the early hemi-head designs used way back when. This was a short-lived dilemma I was soon to find out.

After talkin' with the folks at S&S about a transplant for my old stroker flywheels, they suggested avoiding the labor-intensive work involved in such a rebuild. Seems they've developed a unique and interesting new hybrid motor that made the gears in my head start spinnin' like mad. (Ed. note: In case you couldn't tell, the masochist in me loves to mix and match hardware.) Not only could they mate an alternator left-side case with a generator right (no big news), they'd recently designed an Evo-style top end that drops right onto their cases. By using a fairly short stroke in the motor (3 13/16-inch), it fits my '58 frame. The 3 5/8-inch bore more than makes up for the lost stroke, since larger intake valves are incorporated into the head design and the pistons are carefully matched to the heads to provide maximum quench and flame travel, and of course they flow considerably better than stock. Even the oiling system is updated.

Eureka! A motor with the best of four decades of V-twin design with enough potential for making enough power to keep a canyon carver like myself happy. There's a 100-inch version available as a cone motor for later frames—there's just not enough meat in the tappet area of the older-style cases to handle a 4-inch bore safely. But this 79-incher sounded too good to be true, so before I even pinched myself to see if I was dreamin', I had one ordered. Besides, with more than four gears available in many trannies these days, I could see around that problem—but we'll get to that in another chapter.

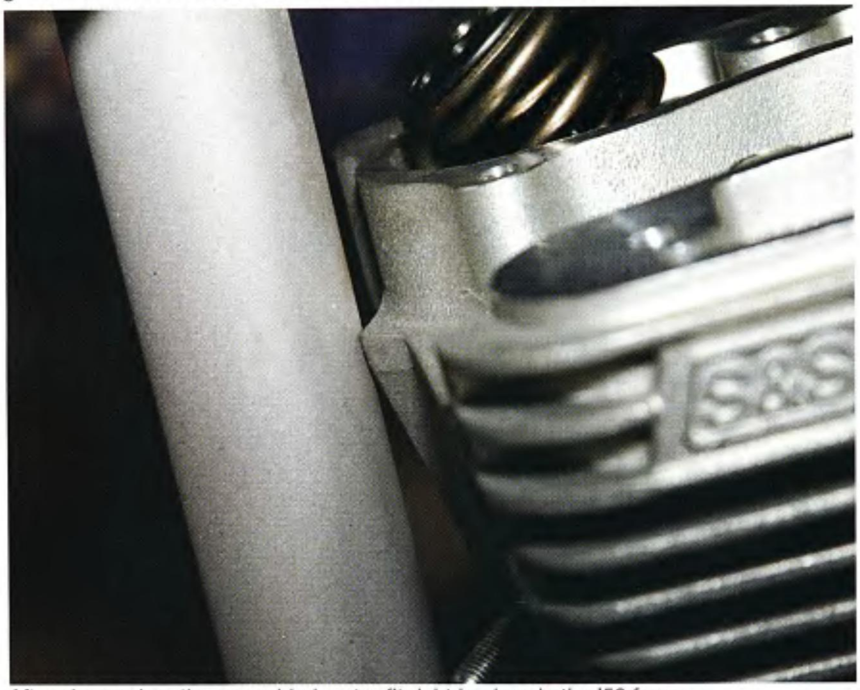
S&S sends ya all this fun stuff to play with.

All assembly work is pretty straightforward and was handled in my shop. The only special tool I needed was a JIMS pinion gear socket to hang on my torque wrench.

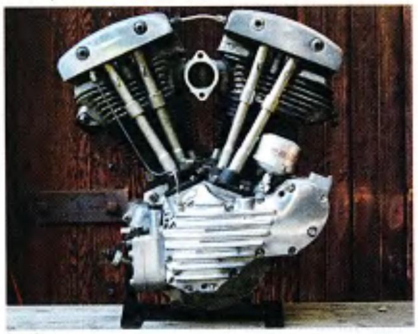
I've always liked knowin' just what exactly is goin' on between my legs when I ride, so I ordered my new mill as an unassembled long block. This means S&S computer-balances, assembles and trues the flywheels and assembles the cases, thus taking care of the heavy work. The cylinders and pistons come fit and honed and even the heads are prepped, capable of accepting up to a 0.640 lift cam—yeah, ba-by. Just be sure that you carefully check the small details and read through all of the supplied paperwork. It's only through careful inspection and cross-referencing of the instruction sheets that you'll find tips like the need to put a plug into the cases for correct top-end oiling (Step No. 4, huh, Berry?), or noting the correct way for the chamfer to face on the oil pump drive gear. S&S clearly reminds us along the

Clearances in a couple of spots were the only issues to deal with and were nothing a die grinder couldn't handle. One where the new, beefier cases meet the frame...

... and the other where the head kissed the seat post.



After clearancing, the assembled motor fit right in place in the '58 frame.



Before.

After.

Photos: Ken Ross

way that it's the builder's responsibility to check this stuff, so be careful. And if you have any questions, their Tech Line is always just a call away at 608-627-1497, and any missing info can be found on their Web site, sscust@sscycle.com.

Only one step was taken outside the S&S-supplied recommendations, and that was to chrome the timing cover. A task we handed over to Berry Wardlaw at Accurate Engineering who painstakingly made sure that once the shiny stuff was applied, the cam and pinion shafts were happy in their bushings when all was said and done. Some chromers suck and can butcher a brand new part and will pass the buck by blaming the casting, so be careful who you let do the job.

If you're not familiar with assembling a V-twin, S&S will ship yours ready to drop in the frame, but for those of you who prefer tinkering to watching so-called reality TV, this is a great way to beat the downtime blues. *—Boxcar*

Source

S&S Cycle
Viola, Wisconsin
608-627-1497
sscust@sscycle.com

Accurate Engineering
128 Southgate Road
Dothan, Alabama 36301
334-702-1993
www.accurate-engineering.com

EXCLUSIVE: PAUL YAFFE'S PROTOTYPE FRAME REVEALED!

Discovery Channel Blaster

You can honestly say you saw it here first. Master bike builder supreme Paul Yaffe is hard at work creating his next moto-masterpiece for the Discovery Channel's *The Great Biker Build-Off* TV series wherein he goes up against the talents of New York's Indian Larry in a no-holds-barred custom build off.

The classy chassis seen on these pages is the very first look at Paul's Discovery Channel bike and also the prototype for a new rolling chassis kit to follow up his extremely popular Chopper, Streetster and Super Sport rolling chassis kits. This softail-style pro-street pavement pounder evolved from a mind-warping custom Paul designed for his friend Myron Larabee. The essence of the long-and-low ride continued to evolve as seen in a stunning silver scooter that Paul rode around during Daytona Bike Week. But this new design truly throws the custom gauntlet at custom builders everywhere for its unique style coupled with every-day rideability.

Naturally, any bike fit to wear Paul's name features the very best aftermarket parts in the industry and this Discovery Channel creation is no exception. The bike will showcase a TP Engineering

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121-cubic-inch show-polished motor, a Baker 6-speed tranny, Custom Chrome components, and Signature-series Yaffe billet wheels by Weld Racing.

As you can see, the frame dips down low so that the seat height is right down in the weeds and the wicked-looking oil tank looks more like a weapon than a functioning reservoir for the bike's vital juices. That's because this scooter's electricals go inside that scorpion-like vessel and the oil is actually carried in the front downtube and frame. Every aspect of this frame, from the sleek neck, to its truly artistic swingarm screams Paul Yaffe Originals. "This bike is a natural progression from our show-winning Prodigy bike," Paul told us. "I'm very excited about this design. I get up in the middle of the night with an idea and run down to the shop to work on it." It's good to know that a veteran builder like Paul still gets excited about designing killer customs and we can't wait to show you more of this radical new Discovery Channel chopper.

Follow along with us over the next few months as we watch Paul and his talented crew build this awesome custom in record time and then ride it to Laconia Bike Week in New Hampshire. Once there, Paul's bike and Indian Larry's will go head to head in a People's Choice contest to see who will go to the next round in *The Great Biker Build-Off*. The winner of this round will face Billy Lane in the ultimate Build-Off, climaxing with a wild and wooly ride to the Sturgis Rally and Races in South Dakota!

For more information on this and other great new products by Paul Yaffe log onto www.paulyaffeoriginals.com

— *Dave Nichols*

Source

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www.paulyaffeoriginals.com

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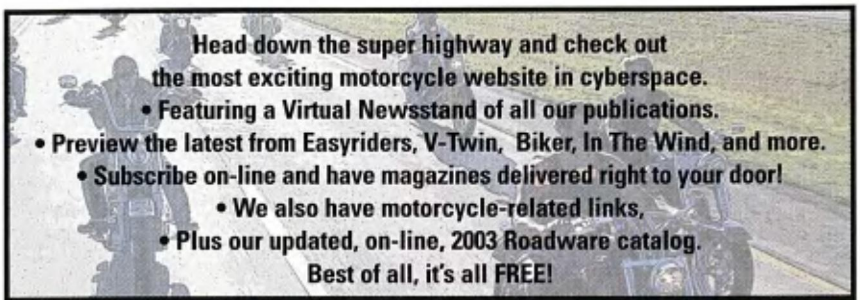

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PUTTIN' ON THE RITZ

About once a year we like to show you a few products to enhance the looks of your motorcycle. We call it our "Dress Up Guide." After all, everybody adds a bit of chrome or billet to their ride to make it uniquely their own. Harley-Davidson alone has literally thousands of products to dress up your scoot.

The aftermarket world is a never-ending source of fresh new goodies as well and we've found a few to whet your appetite for customizing. From simple derby covers and air cleaner covers, to lights, mirrors and more, if you can dream it, somebody out there probably manufactures it these days.

So take a look in the next few pages and see some of the new dress-up gee gaws that are now available. Old jungle saying: "Go forth and get creative, no two bikes should be the same."

—Phantom

Drag-Hotop Frame Accent Panel

This easy-to-install accent panel dresses up the area under the seat and above the transmission. Covers the rough OEM frame bracing and extends over the edges of the frame tubes for a clean, finished look. It comes complete with mounting hardware. Fits 97-02 FLT. Made in the USA.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Handlebar Control Cover Kit

New from Drag Specialties, this handsome handlebar control cover kit was designed to add the finishing touch to chrome handlebar controls. The complete kit includes chrome-plated clutch perch, control clamps and master cylinder cover. It comes with mounting hardware and fits '96-'03 single-disc models. It replaces OEM No. 46098-98.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Hotop S&S Choke Knob Assembly

Replaces the stock S&S enrichner lever on E and G carbs when changing to a different style air cleaner assembly. Retains the stock plunger and spring. Allows progressive enrichment. Kit includes a chrome knob and a brass plunger nut. Made in the USA.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Extended Headlight Trim Ring

Drag Specialties recently introduced these beautiful headlight trim rings to their extensive line of custom dress-up accessories. These chrome extended rings give a custom look to a stock headlight and mount easily onto a stock headlight. They replace the original equipment trim ring.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Oil Dipstick Cover For V-Rod

This attractive chrome cover hides the dull OEM oil dipstick, so your V-Rod can be sexier. The cover installs quickly and easily with the included set screw.

For more information, click on www.dragspecialties.com or contact your local Drag Specialties dealer.

Harley-Davidson's Slotted Collection Covers *(above and left)*

A new weapon in the fight for custom supremacy, the Slotted Collection from Harley features smooth, highly polished chrome with slotted black borders for razor-sharp contrast that draws the eye and fires the imagination.

The line includes timer cover and derby cover, both coming with stainless steel mounting hardware. The Slotted Collection covers fit '99 and later Twin Cam motors.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Flames Derby And Timing Covers For Twin Cam Applications

Harley-Davidson offers a timeless style of covers for Twin Cam models. The covers feature a combination of gold and chrome flames on an attractive Harley-Davidson bar-and-shield logo.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Twin Cam 88 Collection

A new look for a new engine. This chrome-plated collection features streamlined Twin Cam 88 script and a sleek look to go with the new era in Motor Company history. The covers install in just minutes and offer an instant clean, custom look to your bike.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Flames Derby And Timing Covers For Big Twins And Sporsters

Harley-Davidson offers these cool covers for Sportster and 1070-1998 big twin models. The covers feature a combination of gold and chrome flames on the famous, Harley bar-and shield-logo.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Tasty Brake Caliper Inserts From Harley-Davidson

Harley-Davidson now offers scores of incredibly cool, must-have custom accessories and dress up goodies cruisers need. These are cool brake caliper covers that are designed to fit late-model front and rear calipers. There are many more designs and parts to choose from.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Nostalgic Bar And Shield Air Cleaner Cover For Evos

Get a polished look with an extra dose of heritage with the Nostalgic Collection from Harley-Davidson. These chrome plated accessories feature an original-style bar-and-shield logo and a stamped, "Made In The USA" script. An easy-to-install trip down memory lane, each part is hand-polished and copper plated, then buffed again prior to adding layers of nickel and chrome. This triple-layer treatment provides a brilliant finish. All polished stainless mounting hardware is also included.

See your Harley dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Nostalgic Bar-And-Shield Air Cleaner Cover For Twin Cam

This cover offers unique styling with a concave center and a stamped Harley-Davidson logo to give your bike a look that's nostalgic, yet distinctive to the new Twin Cam 88 engine. Polished and chrome plated, it's easy to install in just minutes.

See your Harley-Davidson dealer or log on to www.harley-davidson.com.

Bar And Shield Oil Dipstick

Easily add a really nice touch of class to your oil tank by switching to this elegant and stylish oil dipstick from Harley-Davidson. The bar and shield oil dipstick fits 2000 and later models.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Headlamp And Running Lights Trim Rings

Harley-Davidson is now offering an incredible selection of dress-up parts for their entire line of motorcycles. Some of the most simple and striking of them are the trim rings. The chrome-plated headlamp rings extend forward, giving the headlamp assembly a frenched look reminiscent of classic hot rod car designs by recessing the headlamp and adding the appearance of depth.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Bullet Turn Signal Trim Ring Kit

Harley-Davidson does it again as it offers matching trim rings for all of its models' turn signals. The trim ring contour nicely matches the turn signal housing and extends out past the lens for a sleek appearance. These easy-to-install chrome-plated trim rings with amber or red lenses look great alone, or in combination with headlamp trim rings.

See your Harley-Davidson dealer for more information or log on to www.harley-davidson.com to find the address of a dealer in your area.

Eagle Spirit Die Cast Coil Cover

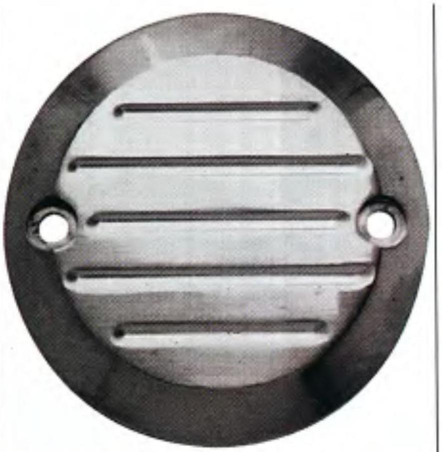
This die-cast coil cover is available through MID-USA and complements the Eagle Spirit line and bolts right in to fit all big twin models before 2000.

See your MID-USA dealer or call 800-632-0024 for more information.

Eagle Spirit Ignition Cover

Get this timeless cover from MID-USA. The chrome plated ignition cover is on the best-seller list and is a true classic. You just can't go wrong. It exists in chrome-plated logo or gold Eagle Spirit logo.

See your MID-USA dealer or call 800-632-0024 for more information.



Ball Milled Billet Ignition Cover

This gorgeous ignition timing cover is made from CNC ball-milled aluminum, combined with the beauty and maintenance-free chrome plating. It fits most big twins and Sportsters, where the milling will run vertically.

See your MID-USA dealer or call 800-632-0024 for more information.

Eagle Spirit Inspection Covers

These die-cast inspection covers feature an embossed Eagle Spirit logo and are available all chrome plated or with a 24K gold Eagle Spirit logo. There are no footpeg provisions for this item. The covers fit big twin 4-speed models as well as Softails.

See your MID-USA dealer or call 800-632-0024 for more information.

Eagle Spirit Clutch Covers

These die-cast clutch covers are available from MID-USA and feature an embossed Eagle Spirit logo. They are available all chrome plated or with a 24K gold Eagle Spirit logo for big twin applications from 1970 to 1998.

See your MID-USA dealer or call 800-632-0024 for more information.

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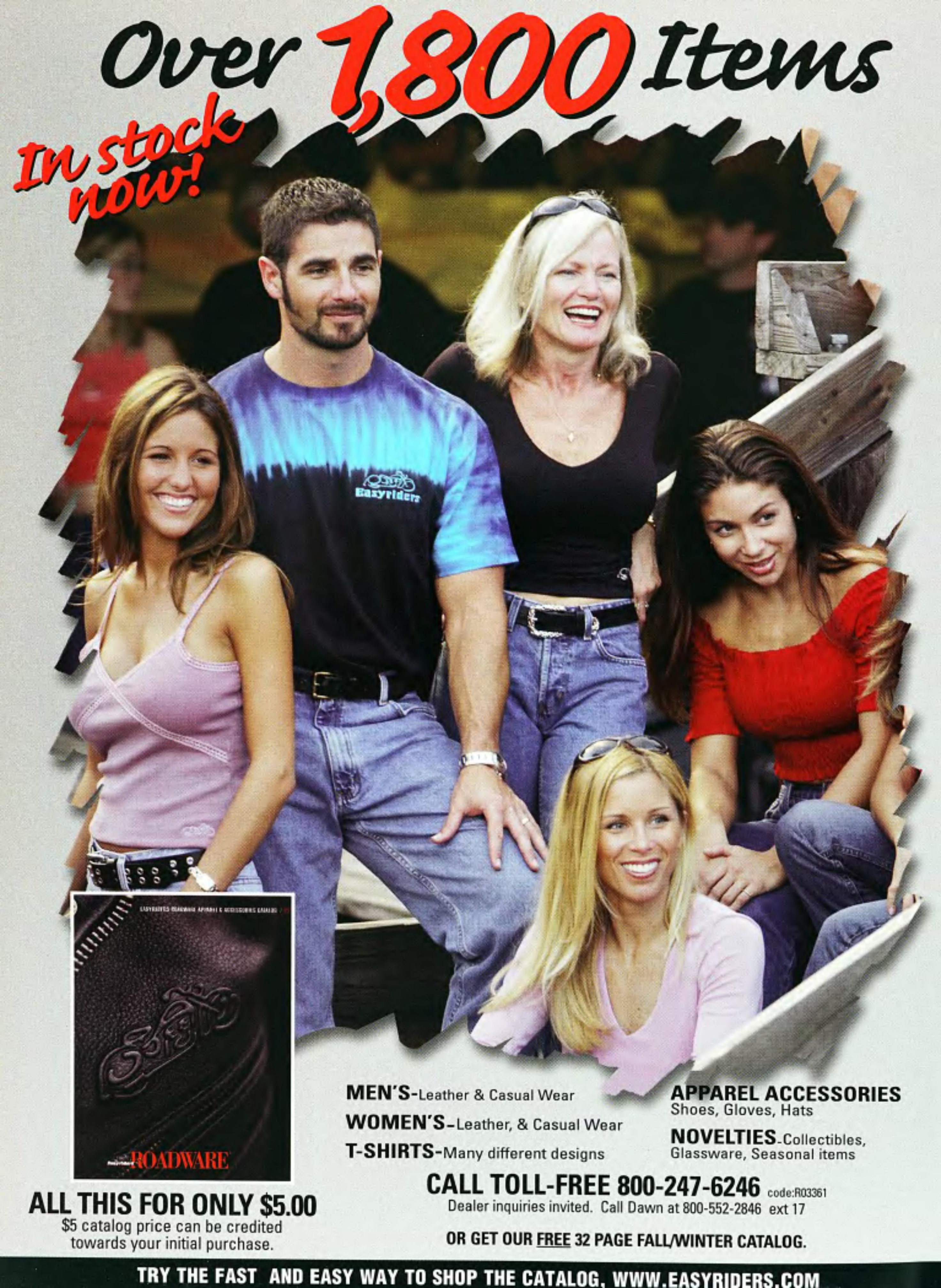
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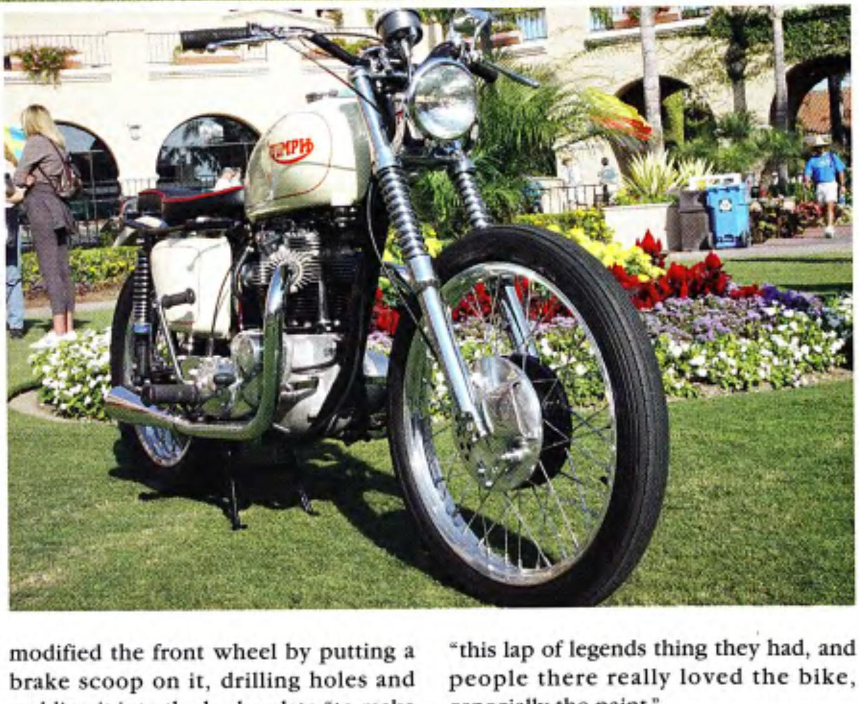
Sonny Nutter
Studio City, California
1965 Triumph



Photos: Dianna Edwards

"Slidin'" Sonny Nutter is no stranger to the world of motorcycles. In fact, he started racing them "back in '64, as soon as I was 18," and after seven years of that, he did another 10-year stint racing speedways five days a week for 10 years, becoming the California State Speedway Champion in 1969.

While his days of racing British bikes are a thing of the past, motorcycling is still coursing through his veins like 80-proof rum. These days Sonny enjoys working on and building bikes, such as this beautiful '65 Trumpet. "A good friend of mine, Bill Struss, had a set of 4-inch open megaphone pipes, which he wanted to have on a Triumph," Sonny says. "So I got this real piece of shit from an East Coast garage, which I then took apart completely, rebuilt the whole motor with stock Triumph parts, took the wheels to Buchanan and had stainless steel spokes and trick aluminum rims put on them with some Dunlop tires. With the megaphones, the bike is unbelievably noisy, but it's really cool. And he's real happy with it."

Adding that he made the bike "out of a bunch of junk," Sonny says he put a Speedway bike rear fender on it and modified the front wheel by putting a brake scoop on it, drilling holes and welding it into the brake plate "to make it look racy and different. I also made the seat and put some European-type, powdercoated handlebars on it."

The paint, he says, "is a stock Triumph cream from the early-'60s, but instead of having it cream and red, Bill wanted it all cream with the Aztec red striping. Mark Anderson did all the painting." Sonny rode the bike last year at the Del Mar show in California during "this lap of legends thing they had, and people there really loved the bike, especially the paint."

Although Sonny raced, lived and breathed British bikes, he now works on making future good old days with the help of a 2000 Harley FXDX, his lady Dianna and her 1990 Low Rider, and lots of long and blissful riding. "My British friends couldn't believe it when they saw me on a Harley, but a Harley is always the key to the party," he says.

Amen. *—Tripper*

ReadersRides

Barry Arenson
Overland Park, Kansas
2001 FLST

By telling us how he and his wife, Julie, "have learned a great deal from your magazine and made some intelligent choices for upgrades...," Barry has irrevocably paved the couple's way to fame and fortune. Well, at least into this "Readers' Rides" section.

Obviously possessed of more than his share of common sense and a love for domestic bliss, Barry says, "Julie picked this bike out of a crowd at the Awesome Harley Nights Rally 2001. She explained that after looking at all the bikes at the show, this was the only one she liked and to her surprise—it was for sale!"

Imagine that! No doubt, her keen eye lingered lovingly on the fine craftsmanship this 2001 Klock Werks-built Harley boasts. Perhaps her eyes made love to the ported 95-cubic-inch Twin Cam B motor with the STD 10.25:1 pistons in its cylinders and the Headquarters Tornado cam, and the Screamin' Eagle 7000 Performance ignition. Maybe she was enraptured by the black Legend Air rear suspension which makes sure the ride is a comfortable one, regardless of how much weight may or may not be carried on the Corbin Hollywood solo seat?

Either way, Julie made her choice, and it had consequences, blessing the couple with awards at the third annual Awesome Harley Nights last year. "We hadn't seen the builder of this bike, Brian Klock, since its delivery and were able to see him again in front of the stage to accept our awards," Barry says.

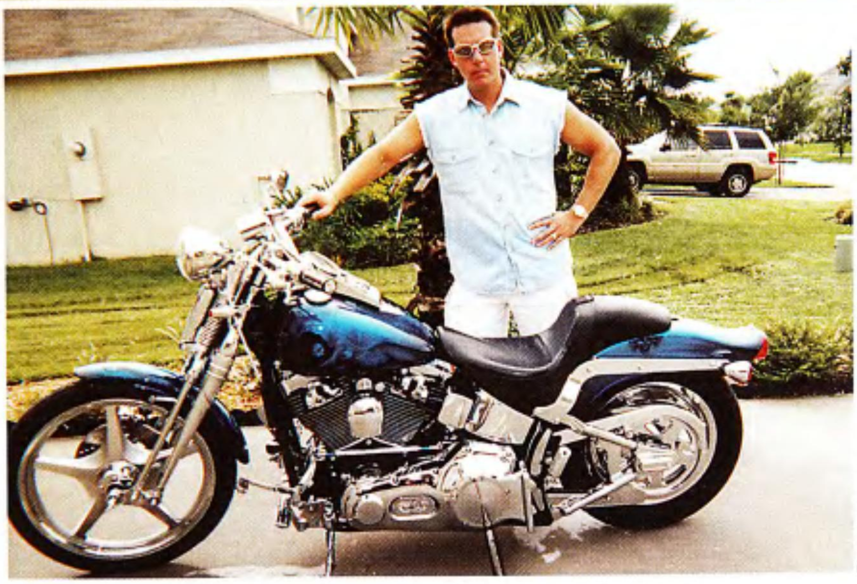
And all this despite the fact that, as Barry gingerly puts it, "We're an example of a couple who had no intention of having a motorcycle, until..." and so on and so forth. "Now, some 10,000 miles later, we've come full circle."

More than that, Julie even has her own bike now, a Sportster, which could have been a direct consequence of the 10,000 miles and the Corbin Hollywood solo seat. But that's just a wild guess.

—Tripper

Photos: owner

Austin Coker
Ocoee, Florida
2001 FXSTS



Photos: owner

Being a true fair-weather friend, Austin says he picked the days to go to the Daytona Bike Week in Florida and made sure those were sunny days. Of course, unlike most of us, he can do that 'cause he lives in nearby Orlando. But what else would you expect from someone who, after Bike Week is history, hops over to St. Thomas on the Virgin Islands for a quick visit with his folks? Hey, nice life, if you can get it.

But all that globetrotting he gets to do shouldn't detract from the nice sled we have to look at here. And yes, Austin bought it brand-spankin' new. In fact, it's his very first street bike; everything else he's been on before were dirt bikes. Once in his possession, the bike first needed to undergo some changes to make Austin happy. "I got a side license plate mount from Custom Chrome, Küryakyn forward controls, I changed the handlebars to straight bars, and I added a Corbin seat," he says. Additionally, he installed Samson Street Sweeper pipes, a chrome swingarm, a wide-tire kit, and chromed five-star Harley rims. So far, he hasn't done any work to the motor. Yet.

"I'm thinking about doing that next, though," he says. "I have a big bore kit in mind, but I can't make up my mind if I wanna do all that or just sell it, but I don't think I'll get the money I want for it, so I'll probably just keep it," he adds. After all, "It's won a lot of contests, like second place in the Harley-Davidson Custom Show in Orlando this year, but also many first place trophies in different contests, mostly because of the paint. Ted at Orlando Harley-Davidson laid down seven layers of electric blue with five layers clear over it. It's the first thing everybody notices...."

Especially when the sun's out and the weather's fair. —*Tripper*

ReadersRides

Karlin "Bunk" Miller
Apollo, Pennsylvania
1997 FXDWG

Eager to share his wisdom with the world around him, Bunk explains his bike's license plate, "B-LOCO": "I used to do wheelies and hardly ever rode the bike under a 100 mph," he laughs, "and 'Loco' was a Cold Chamber song, and it means 'crazy' in Spanish. And my friends would always tell me, 'you're fucking loco, man!' So, it kinda stuck and I figured, I should get the license plate...."

Okay, we get the point, Bunk.

On a less personal level he goes on to note that he bought the bike in '98 as an all-stock Wide Glide and claims that "everything that's been done to it, I did myself, just little by little." He admits, however, that these were "no major changes."

Elaborating on his modus operandi, he adds that "I used to race motocross for years, and now I race sprint cars and I like to tinker."

Running a stock motor with an Andrews cam, Samson pipes, modified CV carburetor, and Xtreme Machine wheels, Bunk knows that "the paint's obviously one of the baddest features of the bike. The graphics were done by Mark Boyer, owner of Boyer Graphics, who's a good friend of mine and we ride together a lot. It's all House of Kolor pearls, persimmon orange and tangelo pearl." Hmm... sounds like a fruit basket.

Karlin is obviously very proud of his ride, and he wants the world to see more of it than we can offer him, which is why he's published more photos of the bike, together with a winsome (and occasionally topless) young lass named Melinda on his very own Web site, www.karlinmiller.com.

With tinkering in his blood and loco in his moniker, Karlin says, "I'm hoping to build another one pretty soon, a hardtail chopper. I've got some pieces already, I just haven't started yet."

While we can hardly wait for a nicely painted and well-executed custom hardtail, we're sort of expecting the worst when it comes to the accompanying license plate.

—Tripper

Photos: owner

DOES SIZE REALLY MATTER? *Of course it does!*

BREAKTHROUGH PENIS ENLARGEMENT METHOD

The **MAGNA-RX+** *Penis Enlargement System* is the easiest, fastest and safest doctor-recommended way to add 2", 3", even 5" to your penis. In just a few short weeks, you and your lover will be amazed as you watch your penis become bigger, thicker and harder. No penis enlargement system, pump or pill is easier to use, works faster, or is more effective than the **MAGNA-RX+** *Penis Enlargement Formula.*

THE WORLD'S #1 PENIS ENLARGEMENT FORMULA

In the past year, demand for **MAGNA-RX+** has exploded as word of mouth spreads about what medical experts have called the world's most powerful *Penis Enlargement Formula.* Dr. George Aguilar has led a dedicated team of accomplished biochemists working in one of this country's most state-of-the-art pharmaceutical laboratories to create **MAGNA-RX+**. The result of their diligent, disciplined work is a proprietary, all-natural botanical formula for men, just like you, who want bigger, thicker penises... FAST!

REAL DOCTORS, REAL SCIENCE, AND REAL RESULTS!

See what thousands of satisfied men (and their lovers) have already discovered: **MAGNA-RX+** is the world's #1 best-selling *Penis Enlargement Formula* for one very simple reason: *IT WORKS!*

MORE INTENSE ORGASMS

Only **MAGNA-RX+** pills contain the exclusive, trademarked *Orgasmic Thrust Activation* process. Not only do **MAGNA-RX+** users report amazing increases in penis length and thickness, but they are also equally delighted by the unparalleled intensity, concentrated power and mind-blowing energy of their orgasms! And their very satisfied lovers love it, too!

100% NATURAL

By using this proven formula daily, patients have dramatically increased their penis size by *2", 3", even 5" in only a few short weeks.* And, best of all, **MAGNA-RX+**'s breakthrough herbal formula is 100% natural and safe, with no known side effects. This clean, simple formula requires no prescription.

A 60-DAY SUPPLY LASTS A LIFETIME!

The **MAGNA-RX+** formula is so powerful, so effective and so complete, you will *NEVER* have to purchase more than the 60-day supply included in this special offer. Dr. Aguilar has focused on getting the best results as quickly as possible. That is the secret of our success! With the **MAGNA-RX+** system, you can *skyrocket 2", 3", even 5" in 60 days or less with nothing else to buy ever again.*

WHAT RESULTS CAN YOU EXPECT?

Use the **MAGNA-RX+** *Penis Enlargement Formula* once a day for three to five weeks and you will:

- *Increase penis size by two to five full inches*
- *Enjoy a thicker, fuller penis*
- *Experience more confidence and self-esteem*
- *Satisfy your lover like never before*

BUY 1, GET 1 FREE (A $60 SAVINGS!)

Need another reason to try **MAGNA-RX+**? *How about 50% OFF our regular price!* **MAGNA-RX+** normally retails for $59.95 for a 30-day supply. *But if you order now, we'll include a second month's supply absolutely FREE!* Imagine being able to increase your penis size up to five full inches for less than a $1.00 a day!

WHAT DO OUR CLIENTS SAY?

ALL LETTERS ON FILE

"I've been using your product for two months now. I've increased my length from 6" to nearly 8-1/2"."
–WB, Washington, DC

"I was amazed at how effective it was at increasing length and girth from 5" to 6-1/2" in just three weeks!" –VW, Illinois

"My girlfriend loves the results, but she doesn't know... she thinks it's natural!"
–TM, Oklahoma

"I don't mind telling you that... I went from 3-1/2" to 6". I'm trying for even more."
–RC, South Carolina

THE DOCTOR BEHIND MAGNA-RX+

The genius behind MAGNA-RX+ is Dr. George Aguilar, MD, a Board Certified Urologist who has treated over 70,000 patients suffering erectile problems. He is a member of both the College of Urology and the Society of Urology, and the director of 46 urologists. He is also the former president of his state's Society of Urologists. After more than seven years of diligent research and testing, Dr. Aguilar made the amazing discovery now known as MAGNA-RX+: a powerful, reliable, 100% natural, Penis Enlargement Formula.

Individual results may vary. These statements have not been evaluated by the Food and Drug Administration. This product is not intended to diagnose, treat, cure, or prevent any disease.

FOR MEN AND WOMEN

SATIVOL

Tests Prove: A Sex Solution For Men And Women!
This amazing pill gets everyone ready to go! The secret is an enzyme found only in certain grasses. It works on the libido centers of the brain. A manufactured, highly-concentrated dose of that enzyme has a pronounced effect on humans!

Safe And Proven Effective!
Sativol was found effective in two research studies, proving it measurably increased horniness, erections, and pleasure.

- Enjoy big, powerful, throbbing, erections with no letdown
- Enjoy a horny feeling of wanting sex more often
- Enjoy a renewed sex life at any age (providing reasonable health)
- Enjoy women who are once again eager to be sexually active

Regularly $75.00 **60 CAPSULES ONLY $49.95**

MOTIVATOR

Motivate her with just one of these tablets (use as directed and with her permission), giving her intense sexual feelings in about five minutes. Best of all, the effect lasts for a passionate half-hour! You'll find the effect of these tablets is irresistible. Motivator will set her on fire! Thousands of repeat customers since first offered in 1989.

24 TABLETS FOR $12.00

POWER PILLS

Endurance in a bottle from Peter North (Matt Ramsey). "My private formula pills will inject incredible sex performance right into your penis." Known for his sexual endurance in take after take, he personally perfected highly-concentrated doses of ingredients to maintain his supercharged performances. You can have a sustained erection and climax control just like Peter. 87% of our customers reorder!

30 TABLETS FOR $18.00
SAVE! 120 TABLETS ONLY $35.00

THE ECONOMY PACK GIVES YOU:

60 MAGNA-RX+, 60 SATIVOL, 24 MOTIVATOR, 30 POWER PILLS

Regularly $139.90
All For Only
$89.95
SAVE $49.95!

CREDIT CARD ORDERS CALL TOLL-FREE ANYTIME: 1-800-227-0009

Send to: **RIGHT CHOICE LABORATORIES** DEPT. ERG-073, PO BOX 10132, VAN NUYS, CA 91409-0132

Please ship me the following items:

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☐**SATIVOL** (60 capsules) $49.95
☐**MOTIVATOR** (24 tablets) $12.00
☐**POWER PILLS** (30 tablets) $18.00
☐**POWER PILLS** (120 tablets) $35.00

SAVE $49.95 ON THE ECONOMY PACK!
☐**Send me MAGNA-RX+ (2 months supply), 60 Sativol, 24 Motivator, 30 Power Pills** *all for only* **$89.95**

I enclose $________ ☐Check ☐M/O ☐Cash

Charge it: ☐VISA ☐M/C ☐AMEX ☐DISC Exp. Date________

Acct #________

Signature X________

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Remit in US funds
TOTAL ENCLOSED/CHARGED .... $________

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A PERSONAL PANZER

Desert Dawn

I couldn't help it. Maybe it was the sun and the desert heat—Laughlin, Nevada, always has a way of messing with ya—but like a Rat Patrol re-run, visions of Rommel leading a platoon of heavily armed, highly dangerous assault vehicles over the dunes kept me glancing over my shoulder any time the thunder of bikes came near. Or lemme see, five doubles of tequila, a buncha coldies, some suspicious smellin' tobacco…couldn'ta been last night's nocturnal recreation—naa….

We rose that day, somewhat unsteadily, before the sun was up to meet with Ken Crepea, the president of Panzer, for a ride into the cool morning air in Laughlin. Dawn is prime time for a putt through the incredibly beautiful, somewhat desolate desert scenery, which to me is one of the prime reasons to make that springtime pilgrimage. Since the crowds of bikes and people get really thick on the street as the day unfolds, with heat just oozing up from the pavement like hot quicksand engulfing your body and bike, the early morning hours are the best for riding. While most folks are sleepin' it off, or with any luck still at a table winning a load of chips, we took the time to join Ken for breakfast and a ride to check out his newest pride and joy.

In case you've haven't kept up with your history lessons Panzer makes bikes, not tanks, these days. Panzer Motorcycle Works located in Canon City, Colorado, proudly produces motorcycles that bring back the memory of the glory days of the '50s—the very start of the "biker" movement, if you will.

As you probably know, after "The Big One," freedom and thrills were found aboard the seat of a V-twin for many vets returning home from overseas.

Ken decided to take advantage of his position as commandant of Panzer and put together a scoot for himself, of course using Panzer components, and Laughlin was the first major run for the bike. The motor sounded crisp in the cool morning air as we headed outta town.

Choosing a Kraftech/Panzer rigid frame with 38 degrees of rake and 4 inches of stretch as a platform, Ken was able to run an 8-over billet front end from MID-USA. Then he had Berry Wardlaw and Accurate Engineering build him a powerful 106-inch panhead (of course) and dropped a 6-speed tranny behind that. Ken felt this was a good combination for local trollin' or puttin' through the tree-lined passes that carve their way through the Rocky Mountains of his home state.

When everything was just right, a deep blue—adorned with silver flames that shimmer in the sunlight—was chosen to cover the frame and sheet metal and deftly applied by Joe Painter. After all, what's a chopper without flames?

If you're interested in checkin' out more of Panzer's tank-tough scooters, call 'em at 719-269-7267, or drop 'em an e-mail at info@panzerusa.com. —*Boxcar*

General

Fabrication: ......Panzer Motorcycle Works
Year and make: ....2002 Panzer
Model:....................................DXFC
Assembly: ....Panzer staff
Time:..........................in a jiffy, Pete

Engine

Year: 2002
Builder:..............Panzer Motorcycle Works
Ignition: ....Dyna
Displacement:......107 cubic inches
Cam: ....S&S 0.514
Intake: ....S&S
Exhaust: ....Panzer

Transmission

Year: 6-speed

Painting

Painter: ....Joe Painter
Color: ....blue w/silver flames
Special paint: ....yeah, it is

Frame

Year: 2002
Type:..................................hardtail
Rake: ....38 degrees
Stretch:............................4 inches
Shocks: ....nein

Accessories

Handlebars: ....mini apes
Risers: ....yup
Handlebar controls: CCI
Fenders:...........Panzer Motorcycle custom
Headlight: ....billet
Taillight: ....side mount
Speedo:...................Dakota Digital
Pegs: ....UMI
Foot controls: ....UMI
Gas tank: ....King Sporty
Oil tank: ....Kraftech
Seat: ....Extreme Seats
Mirrors:.....................................yup
Grips: CCI
Oil system: ....dry sump

Front end

Type:..glide
Builder: ....MID-USA

Wheels

Front

Wheel: ....RC Comp
Size: 21-inch
Tire: ....Avon
Brake: ....UMI/DNA

Rear

Wheel: ....RC Comp
Size: 18-inch
Tire: ....Avon
Brake: ....UMI/DNA

Photos: ....Ken Ross

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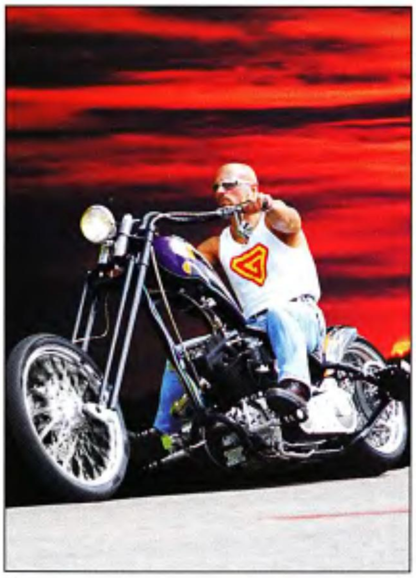
ComingAtYa

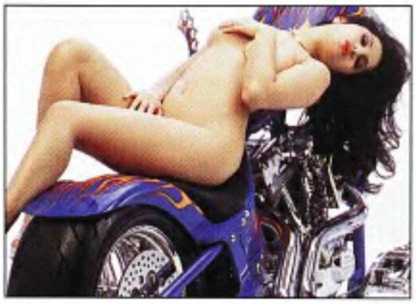
The sweaty August issue of *Easyriders* (No. 362) is a searing mass of motorized mayhem (whatever the hell that means). We'll feature the latest custom creations from Rick Fairless, Chica, Chronic Choppers, Big Bear Choppers and we'll test ride the 2003 Indian Chief.

Ride with us to the Laughlin River Run, meet the master custom painters of Underground Art, and watch Russ Tom of Downtown Harley take a cutting torch to a perfectly good CVO Deuce.

But wait, there's more! Meet the world's only Harley-riding Extreme Sports madmen, Team Contraband. Discover our Guide to Bike Kits, and go Behind the Scenes at Daytec. We'll also unwrap a top-secret performance upgrade from Edelbrock. All this plus our 32-page "Sturgis 2003 Survival Guide"! *On Sale July 8th*



The juicy July issue of *V-Twin* (No. 27) takes you away for a week of riding splendor at the awe-inspiring Arizona Bike Week. Meet Germany's master bike builder Fred Kodlin, visit the awesome artisans of Sanjoy Engraving and join us for a H.O.G. Reunion in beautiful Iceland. Are you a real biker? Find out in a True Road Tale. We'll also dare to uncover Two Wheel Trends to tell you what the future may soon hold for custom bikes, go Behind the Scenes at Custom Chrome to discover what's new in their kit bike department and bring you a dashing Dress Up Guide motorcycle make-over for your scoot! All this PLUS an easy wiring fix from the folks at Sumax and 11 custom bike features from mild to very wild. It's all roarin' your way in the July issue of *V-Twin* magazine. *On sale June 17th*



The July issue of *Biker* features *Penthouse* Pet of the Year Miss Sunny Leone on a Black Swamp chopper. Next issue there'll two more *Penthouse* girls! Then there's the bash at Sturgis on August 7.... *On sale now*

June's *In The Wind* (No. 113), is fat with photos by our readers. Are they Cycle Sluts or Brain Surgeons, you decide. Biker tattoos and unabashed babes in Barely Bathing Suits fill it up. Plus, see Easyriders' Rodeo (newsstand only). *On sale now*

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WILSON COUNTY FAIRGROUNDS
(I-264 to Hwy 301 South)

JULY 25, 26, 27, 2003
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BUTLER FAIRGROUNDS
(On Rt 422, 8 Miles West of Butler)

AUGUST 15, 16, 17, 2003
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FOWLERVILLE FAIRGROUNDS
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